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FOURPENCE

Edited by Sir John Hammerton

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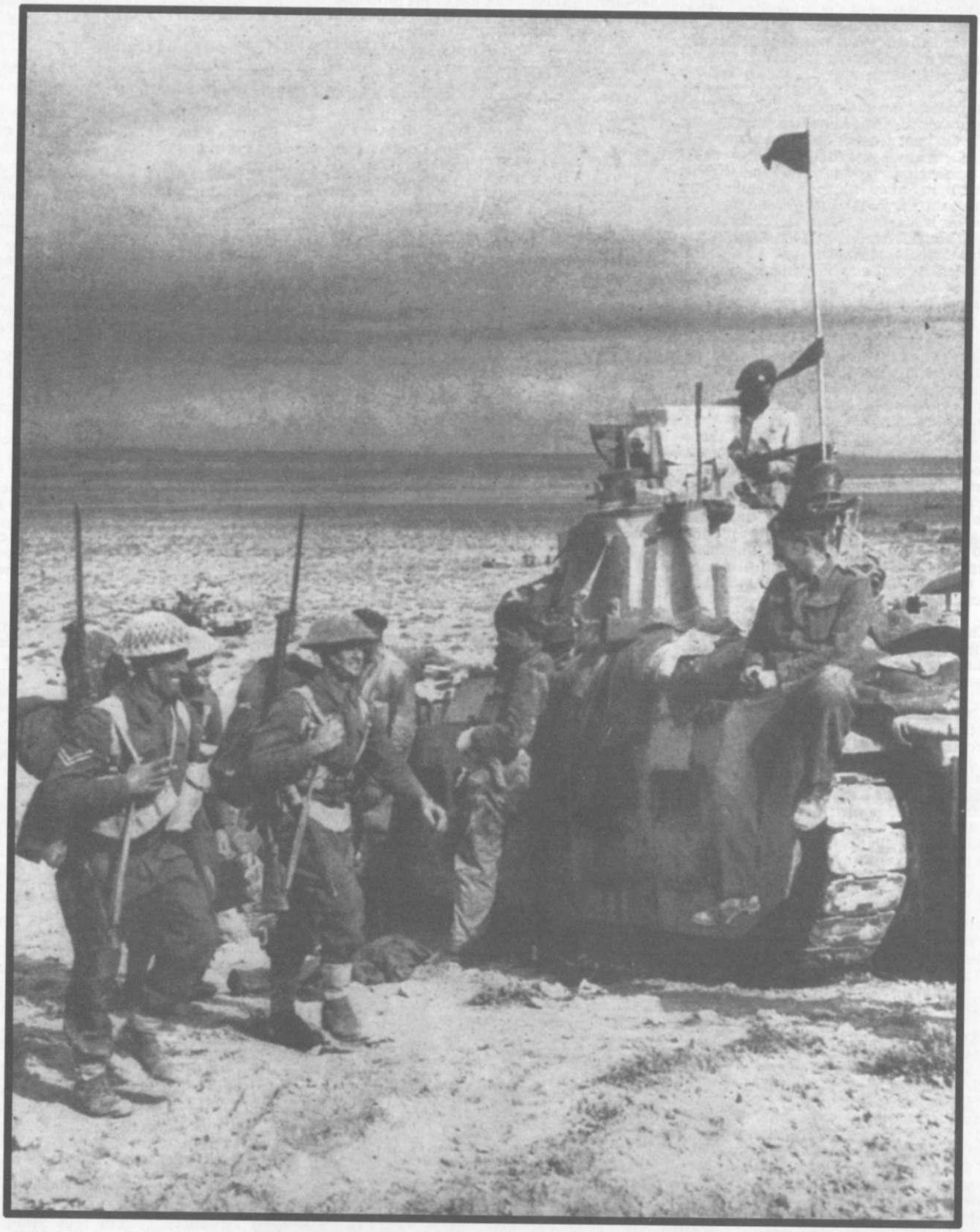


**TOBRUK RELIEVED.** New Zealanders smile as they pass a "Matilda" tank, one of those which sallied out from Tobruk to link up with the New Zealanders at El Duda. General Freyberg, V.C., Commander of the N.Z. Division, stated in his report to the New Zealand Government: "It is fair to claim that the part played by the New Zealand Division, which has destroyed a large portion of the German force, together with a great deal of their equipment and material, will prove a great contribution to the campaign."

*Photo, British Official: Crown Copyright*

# FOUR HUNDRED MILLION CHINESE OUR ALLIES

ALTHOUGH the Chinese have been fighting the Japanese invaders since the summer of 1937, there was no formal declaration of war until the other day. The Japanese have always referred to the struggle in which a million-and-a-half of their troops are engaged as the "China incident." They can employ that half-contemptuous expression no longer. On December 9 Dr. Quo Tai-chi, Foreign Minister in General Chiang Kai-Shek's government in Chungking, announced that China had decided to declare war on Japan, Germany, and Italy. A few days later a Chinese government spokesman declared that China was eager to contribute her share in the fight and "whatever we can do is being done and will always be done." He disclosed that General Chiang Kai-Shek had formally proposed to Britain and the U.S.A. that a military alliance should be formed against the Axis, directed by a unified command and in agreement on the grand strategy of the war.

FOR four years the Chinese have been fighting the Japanese. They have suffered great reverses. Many of the Chinese provinces and the whole of the coastline are in enemy hands, together with nearly all the most important cities. Hundreds of thousands of Chinese have been killed in battle or died of wounds, or from hardship and famine brought about by war's dislocation of the country's economy. But the Chinese people are tough; they have tremendous staying power and are hardened to suffering and to want. Time after time the Japanese, realizing the impossibility of conquering the huge mass of China—at least within an appreciable time—have offered to come to terms. But the only man capable of speaking for China as a whole is Chiang Kai-Shek, and he at the very beginning of hostilities told his people that "there is no looking backward: we must fight to the bitter end." All the Japanese have been able to do is to persuade some fifth columnists of a most unsavoury type—disreputable politicians, traitors and crooks and bankrupts—to accept office as their puppet underlings in North and Central China. At Nanking there is what purports to be a Chinese government under a certain Wang Ching-wei, and a year ago this was formally recognized by the Japanese, and by Germany and Italy six months later. But Wang has a reputation for inconsistency and disloyalty, and must prove but a slender support for Japanese pretensions. He is a poet as well as a politician; maybe he would have been safer if he had stuck to poetry.

CHIANG KAI-SHEK is the personification of Free China. He, more than any man, has brought a united China into being. For many years following the deposition of the last of the Manchu emperors in 1911, China was one vast battlefield in which war-lord fought war-lord, the Communists fought the Nationalists, and the people paid the price. But since 1927 Chiang Kai-Shek has been China's national leader. Sometimes he has been (and is again today) the Prime Minister—President of the Executive Yuan, as they put it; always he has been Generalissimo of the Chinese armed forces. In China today he occupies a position comparable with that of Churchill in Britain, Roosevelt in America, and Stalin in Russia.

Not for many centuries has China produced so strong and vigorous a character. Born in 1887 in a seaside village of Chekiang province, he came of moderately well-to-do stock, neither rich nor poor. His mother seems to have been a remarkable woman, and he has expressed his deep indebtedness to her influence. He received his military training in Japan, and even served for a time in the Japanese Army. On his return to China he became an ardent Republican and served Sun Yat-sen in various civil and military capacities; in particular, he was head of the military academy at Whampoa, where Russian tutors trained the officers of China's Nationalist armies. Then he came into prominence as a leader of the Nationalist forces operating from Canton. Followed years of campaigning against one war-lord or the other and, more particularly, the Communists. In 1928, having defeated every rival, he became virtual dictator. Since then he has been chiefly engaged in captaining his people against the Japanese invaders.

IF Chiang Kai-Shek is China's No. One, then No. Two is his wife, Mayling Soong, whom he married in 1927. "Madame," as she is styled throughout China, is as remarkable a personage as her husband. She is the youngest of the three Soong sisters and, like them, was educated in America. Her eldest sister, Ai-ling, is the wife of H.H. Kung, at present Minister of Finance at Chungking, and generally reputed to be China's most able financier. The second, Ching-ling, is the widow of Dr. Sun Yat-sen. Of the three brothers, T. V., T. L., and T. A., the best known is T. V., who was China's Finance Minister for nine years up to 1933, and has always been one of the most pronounced opponents of the Japanese. All the Soongs are Christians—Soong *père*, after an American education, was converted to Christianity, returned to China as a missionary and helped to found the first Y.M.C.A. in Shanghai; Chiang Kai-Shek is a Christian, too, though he was not when Mayling married him. He knows his Bible and quotes scripture on occasion, but his Christianity is of the variety of Cromwell and Chinese Gordon; at times he has shown in actual campaigning a certain ruthlessness.

BUT while Chiang Kai-Shek dominates the Chinese scene, he has a number of most capable subordinates. Those of his family, or rather, his "in-laws," have been just mentioned. Also included in the innermost circle at Chungking is the Australian journalist, W. H. Donald, who entered the General's service in 1934 as a kind of confidential adviser and friend, and has the reputation of being the only man who dares say "no" to him—and says it quite often. Another striking personality is Dr. Quo Tai-chi, who last April was appointed Minister of Foreign Affairs, following a term of office in London as Chinese Ambassador. His place in London was taken by Dr. Wellington Koo, who, after a brilliant career at Columbia University, became Chinese Minister to the U.S.A. at 27, and won renown by his capable handling of Chinese affairs at Geneva. Yet another great Chinese must be mentioned—Dr. Hu Shih, who for some years past has been Chinese Minister at Washington. Dr. Hu, the "Voltaire of China," is the father of the Chinese Renaissance, since he it was that popularized the use of Pai-hua, a colloquial, much simpler form of Chinese than the classical Mandarin. By means of Pai-hua every Chinese may hope to learn to read and write—a revolution indeed.

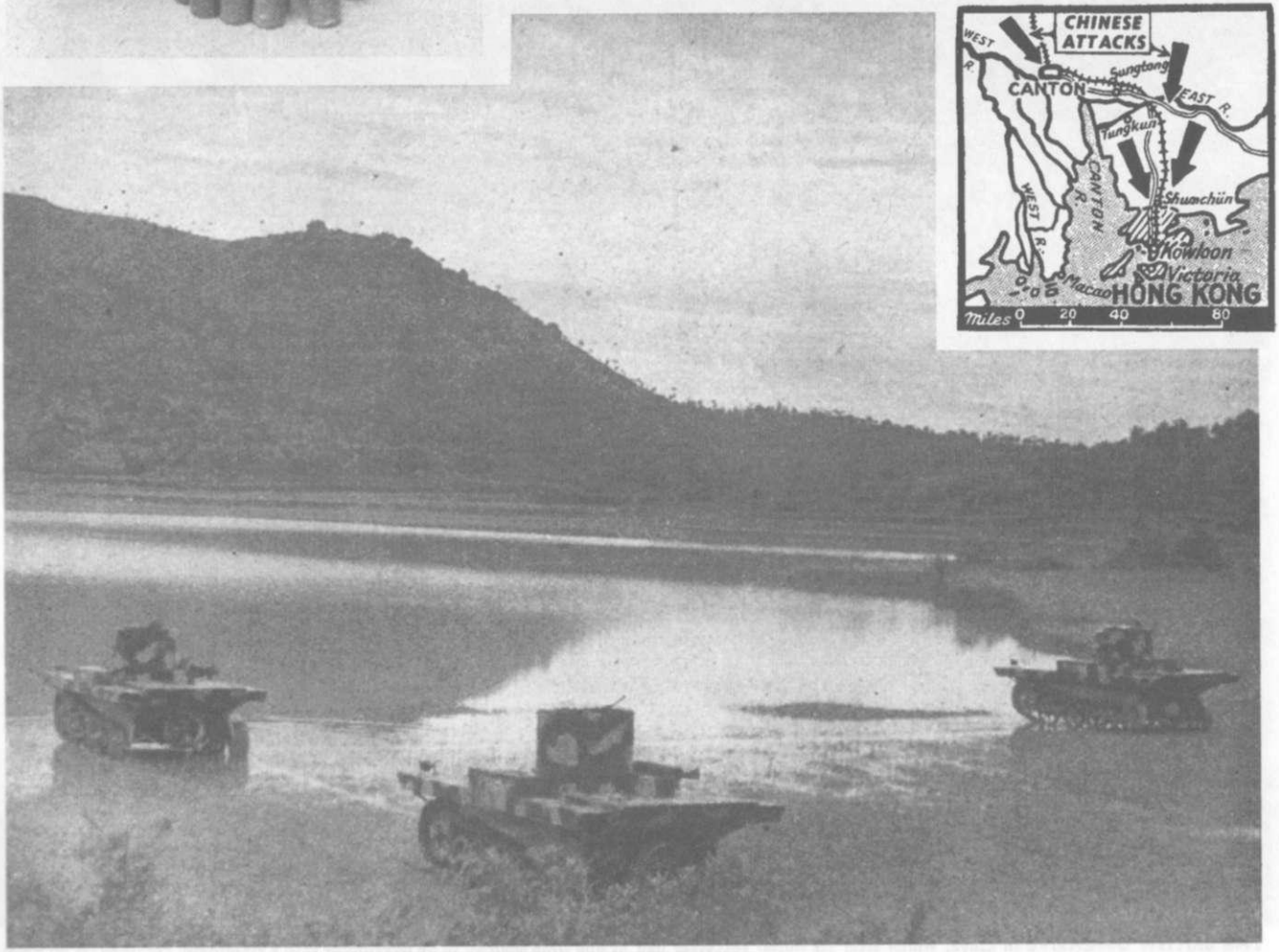
THESE, then, are the men who are the leaders of Free China. Under their immediate control is about half the Chinese population, and their authority extends far into Japanese-occupied territory. They have built up a great army of about a million men, while the irregulars must number at least two millions more. They have worked an economic revolution in their once backward and backwater provinces—and here let us mention the Chinese Industrial Cooperatives, the movement launched in 1938 through the inspiration of Mr. Rewi Alley, a New Zealander. Nor is their influence bounded by the limits of China: the eight million Chinese who have their homes in Indo-China, Malaya, Burma, the Dutch East Indies and the Philippines have sent to Chungking millions of dollars to pay for war needs.

**SOLDIERS OF FREE CHINA. Very different from the ill-equipped and hastily organized troops which first met the Japanese invaders four years ago is Chiang Kai-Shek's army of today. The Chinese cadets we see here are now to be counted among our comrades-in-arms.** *Photo, Associated Press*

FOR years Free China has been fighting one of the partners of the Axis. While we were appeasing Hitler and Mussolini, China was fighting Hitler's and Mussolini's ally. Moreover, we have endeavoured to appease Japan. Chungking, as the "Economist" pointed out a few weeks ago, "has been bombed by planes using American petrol; the cities of China have fallen to soldiers wearing British wool and carrying weapons forged by British machines." For four years and more China fought a lonely battle against our enemy, as well as hers. Only now has that fact been at long last recognized. Today China has her place in the world-wide Freedom Front. ROYSTON PIKE

# After Four Years of War Free China Fights On

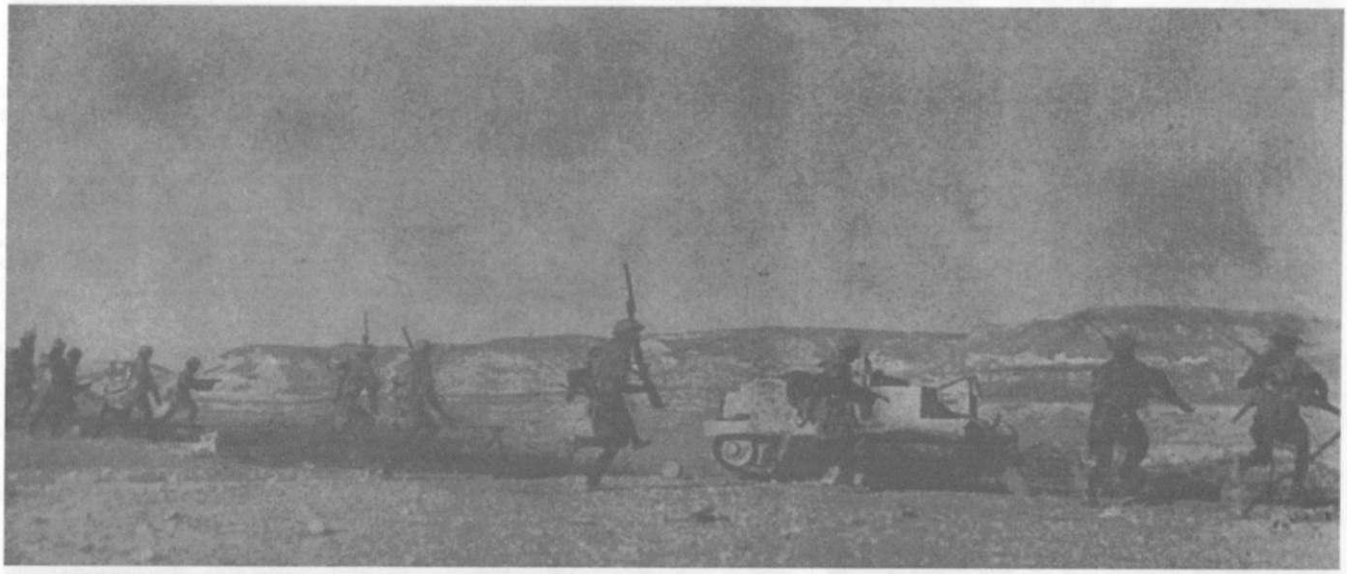
During four years of bitter warfare against the Japanese, the Chinese have worked hard to become self-sufficient in armaments, and, left, Chinese workers are seen packing "potato masher" grenades in a Chinese munitions factory. Above, women of the Chinese Red Cross.

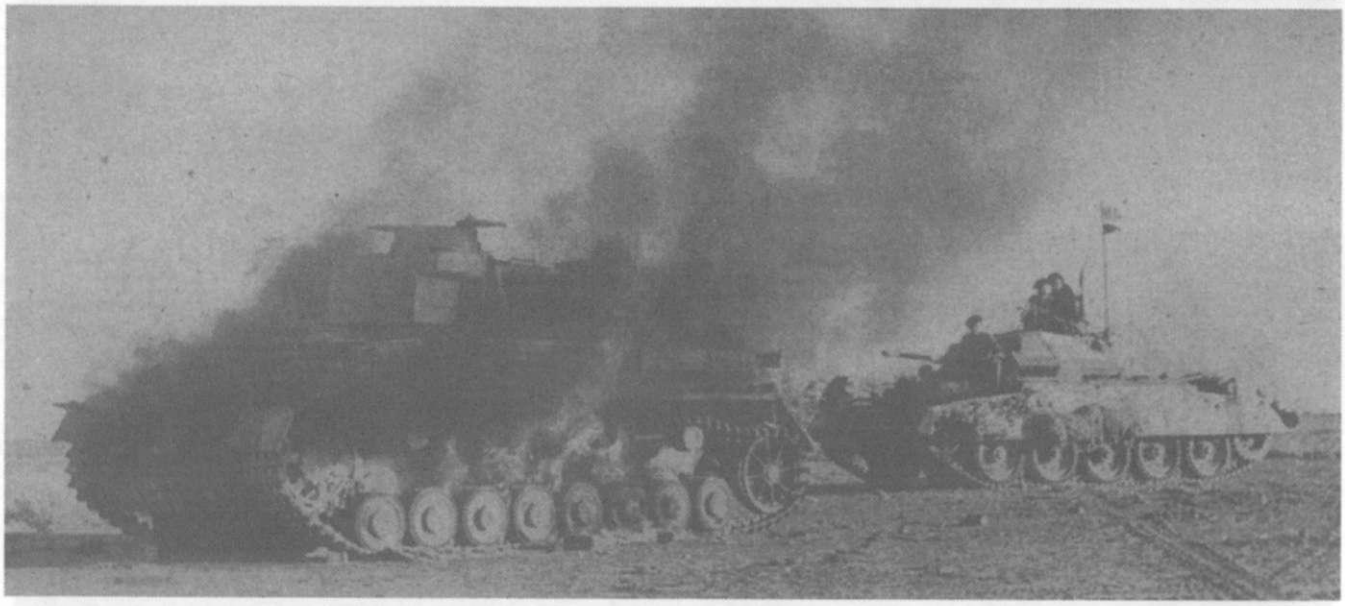



CHINESE TANKS manoeuvring in a typically Chinese terrain with rice-fields in the foreground. Many new brigades of light tanks have been established in General Chiang Kai-Shek's army, these units being especially suited to the type of country in which they have to operate. Inset map shows the direction of the Chinese attempt (black arrows) to create a diversion in the rear of the Japanese forces which attacked Hong Kong.

*Photos. Mrs. T. Muir and Associated Press. Map. Courtesy of the "Daily Mail"*

# In Libya 'Only One Order—Attack and Pursue!'





**THE BRITISH OFFENSIVE** in Libya, which after its initial successes had at one time seemed to be developing into a stalemate, resumed its forward momentum in the middle of December. "Give the enemy no rest," ordered Gen. Auchinleck. "There is only one order—attack and pursue!" These photographs from the Libyan front show: top, Indian infantry charging through gaps in enemy wire made by the Bren carriers during the attack on Jalo. Centre, captured Italians waving white handkerchiefs and holding up their hands as a British escort, marching backwards, keeps them covered. Below, a British cruiser tank passing a blazing German tank set on fire during a fight with British units. *Photos, British Official*

# South Africa 'Ueber Deutschland' in the Desert

A MARTIN MARYLAND bomber of the South African Air Force, operating in the Western Desert, has just dropped a stick of bombs with great accuracy upon an enemy transport column. Continuous and effective air attack upon enemy supplies and lines of communication has proved of inestimable benefit to the British land offensive in Libya. The Glenn Martin 167-B4, known in the R.A.F. as the Maryland, is a mid-wing monoplane powered by two 1,050 h.p. Pratt and Whitney Twin Wasp or two Wright Cyclone engines. *Photo, British Official: Crown Copyright*

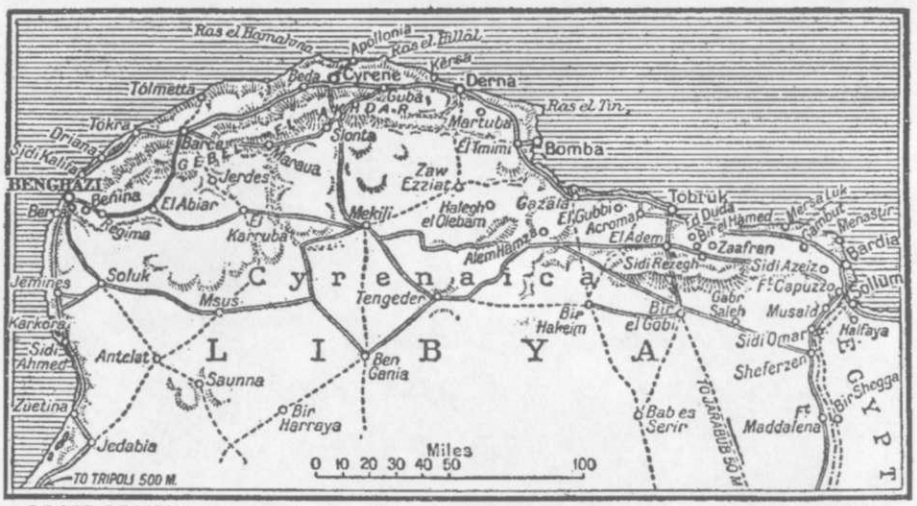
# Rommel in Retreat Through Cyrenaica

Launched with such high hopes of victory and attended at the outset by some measure of success, the offensive by Britain's 8th Army in the Libyan Desert soon lost its impetus, and after a few days it seemed likely that the struggle would deteriorate into one of attrition. But following General Auchinleck's arrival at advanced H.Q. the offensive was again assumed, and ere long Rommel was "on the run."

WHEN General Auchinleck, Commander-in-Chief Middle East, arrived at the 8th Army's H.Q. in the Libyan Desert on November 24, he was quick to appreciate that the situation was going none too well. One of his first acts was to change the command (see page 367). Then he issued to the new Commander, Lt.-Gen. N. M. Ritchie, an Order of the Day.

There is no doubt whatever that the enemy will be beaten. His position is desperate. He is trying by lashing out in all directions to distract us from our objective, which is to destroy him utterly. We will not be distracted, and he will be destroyed. You have got your teeth into him. Hold on. Bite deeper and deeper, and hang on until he is finished. Give him no rest. There is only one order—attack and pursue. All out, everyone.

Then began what Mr. Churchill described as Auchinleck's battle. At its outset the Imperial troops were grouped along an "offensive line" running from El Gobi to Sidi Rezegh. Another British force was holding Tobruk, but Rommel had succeeded in breaking the corridor which for a short time had joined the garrison and the army attacking from the south. The enemy were also holding Sollum and Bardia, but they were being harassed continually by New Zealanders and British. This was the position at the beginning of December; what followed we may discover from the communiqués issued from British G.H.Q. Cairo—albeit none too clearly since "in this fluid battle which has ranged on the main front with local fluctuation over an area of some 1,600 square miles since November 20, the centre of gravity has altered almost daily as our or the enemy's main tank concentrations mass for attack or counter-attack."




**COAST OF LIBYA, showing the sites of the principal engagements fought by the British 8th Army during its advance through the province of Cyrenaica.** *Map by courtesy of "The Times"*

That was said on December 2; the day before the enemy had thrown into the battle all his available armour on a comparatively narrow front, and there had been heavy fighting in the area Rezegh-Bir el Hamed-Zaafran. That same day R.A.F. H.Q. announced that British, South African and Free French aircraft had been in action against enemy tanks and transport in the neighbourhood of Sidi Rezegh, while Bardia and Benghazi had also been raided. The German contribution to the picture was the claim that since the beginning of the fighting more than 9,000 prisoners, including three generals, had been brought in, while 814 British tanks had been captured or destroyed, and 127 British aeroplanes shot down.

For a few days there was a marked lull throughout the desert. Fighting continued, particularly to the south-east of Tobruk, but both sides, exhausted by the terrific battles of the past fortnight, were engaged in re-grouping and reforming their forces. There was air activity on both sides, but heavy rain seriously hampered operations. Then, on December 5, Cairo reported that "the tempo in Eastern Cyrenaica has again quickened." The enemy delivered three heavy attacks on Ed Duda, south-east of Tobruk, and gained a little ground; Indian forces were in action against enemy troops near Bir el Gobi, and in the frontier area New Zealand troops engaged an enemy column west of Menastir. The next day came the news that the armoured forces of both sides had joined battle on December 6, and then on December 8 came the news that the British pressure throughout the whole battle area was steadily increasing. A tank action west of Bir el Gobi was reported, and amongst the regiments named as having distinguished themselves were the King's Dragoon Guards, 11th Hussars, and the Border Regiment; and it was made known that the Rifle Brigade, the King's Royal Rifles, and the Royal Sussex Regiment (at Sidi Omar) had also been doing excellent work. Fighting patrols of the Borderers were clearing the Sidi Rezegh area, and had recovered a New Zealand divisional dressing station which had been overrun by the enemy during the attack in which he had occupied Sidi Rezegh about December 1.

First news of a most important development was contained in the Cairo announcement of December 9. "In the main area between Tobruk and Bir el Gobi," it read, "there was some westerly movement of the enemy." But neither the scale nor the degree of this movement seemed at first more than local, and it was thought that it was possibly an endeavour by the enemy to gain some temporary respite from the incessant attacks by our mobile columns. But it was more than that. "The westerly movement of the enemy," reported Cairo on December 10, "has now apparently accelerated under the vigorous pressure of our forces, with the fullest and most effective cooperation of our air forces. The remaining enemy armoured forces are endeavouring to cover this westerly movement." . . . It was also announced that British troops from Tobruk had joined hands in El Adem on December 9, with South African and Indian troops from the south-east. "The siege of Tobruk has therefore been raised, and road communication has been opened with the east." Continuing its welcome policy of mentioning particular units engaged in the fighting, Cairo reported that South African armoured cars and mobile columns of the Buffs, Punjabis and Rajputs had been working round the enemy's right arm towards Acroma.

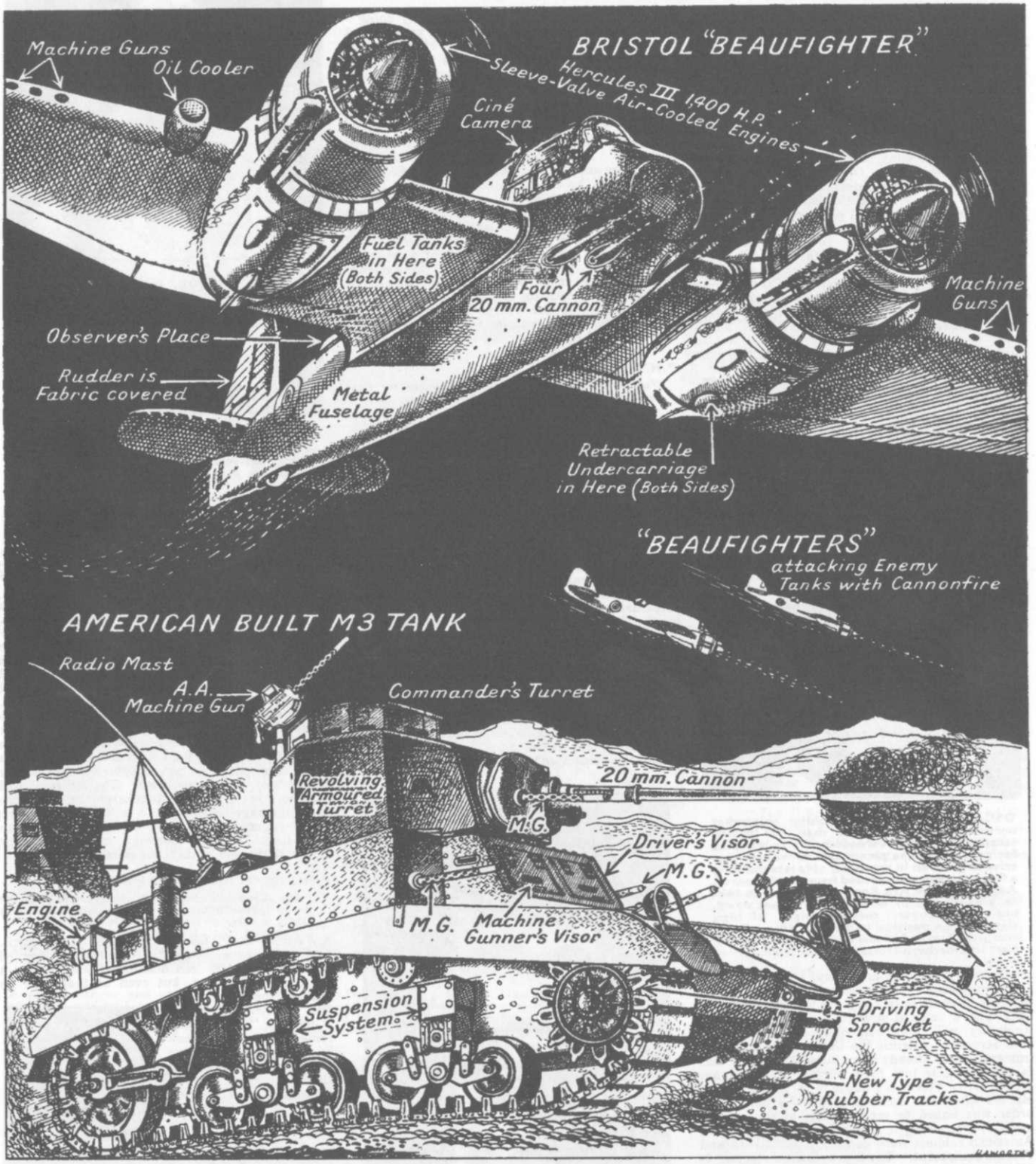
General Ritchie's mobile forces continued to attack the enemy, whose trend of movement was north-west and west from El Adem. British armoured forces went into action against a number of German tanks which were endeavouring to interfere with operations being carried out west of El Adem by Sikhs, Punjabis, and the Royal Sussex Regiment; farther east the South Africans cleared up the area north of the Trigh-Capuzzo, and New Zealanders and Poles mopped up in the neighbourhood of Tobruk. Still the news continued to be good. Came December 12, and Cairo announced that "in spite of the bad weather and heavy sandstorms which have now continued for two days, our advance is everywhere being pressed with the utmost vigour in a north-westerly direction." Meanwhile, the R.A.F. were, as always, exceedingly active, not only over the Libyan battle area proper, but along the enemy's lines of communications and base ports, right back to Benghazi and beyond.

On December 13, 14, and 15 German lorry-borne infantry, supported by the remaining German tanks, delivered three counter-attacks with the greatest determination. The brunt of the onslaught was borne by the 4th Indian Division in the centre of our line. Ably backed up by battalions of the 4th Sikh Regiment and 1st Punjab Regiment, the Buffs, supported by the 21st Field Regiment, Royal Artillery, played the decisive part in finally defeating the counter-attacks in which about 20 German tanks and a number of Axis aircraft were destroyed. This counter-attack of Rommel's was a gallant effort, but it was of no avail. Ritchie's 8th Army rolled on.

Slowly the centre of the battle in Cyrenaica moved westward. Gazala was surrounded by New Zealand troops, and the road from there to Derna and the aerodrome at Derna were heavily bombed. In spite of bad weather with low clouds and rain, the Imperial forces made steady progress, so that a month after the opening of the offensive Cairo was enabled to claim that the war was going definitely in our favour. On December 16 heavy sandstorms and general bad weather slowed down the rate of advance, but on December 18 British G.H.Q. in Cairo announced that "the Axis forces in Eastern Cyrenaica are now in full retreat. After five days of intensive fighting, in which all remaining German and Italian resources had been thrown into the battle . . . the enemy's front has everywhere been broken."

By nightfall of December 18 Derna aerodrome had been captured and the town itself fell into our hands the next day. Then at 11 a.m. on Christmas Eve British troops entered Benghazi. They had covered 250 miles in 5 days.

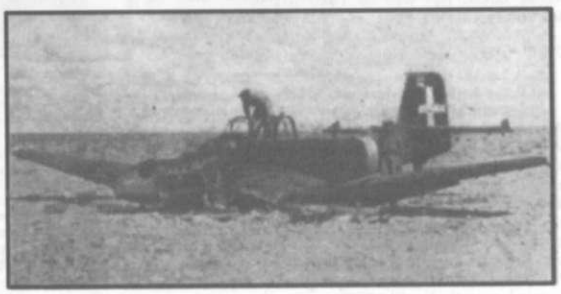
# British Planes and American Tanks in Libya




**BATTLING IN LIBYA,** the two units shown in this diagram have dealt heavy blows to the German-Italian forces.

***The Bristol Beaufighter,*** latest of a long line of famous Bristol designs, combines tremendous fire-power, long range, high speed and manoeuvrability. An all-metal mid-wing monoplane, fitted with two Bristol Hercules engines, it has a nominal top speed of 330 m.p.h. at 14,000 feet, its service ceiling being just under 30,000 feet. The exceptionally heavy armament includes four 20 mm. cannon in the fuselage and six machine-guns in the wings. The Beaufighter, which has a wing-span of 57 ft. 10 in. and a length of 41 ft. 4 in., incorporates several interesting features, such as a cabin heating system and special escape facilities enabling the crew of two to bale out into a patch of still air. The navigator-observer-wireless operator is responsible for reloading the guns (the cannon are drum-fed), which are all sighted and fired by the pilot. In the first few days of the Libyan campaign one squadron of Beaufighters was reported to have shot down 36 enemy planes without loss to itself.

***American M.3 11-ton tank.*** These fast-moving armoured vehicles, used in the Libyan campaign, incorporate many interesting features, notably the unorthodox construction of the caterpillar treads. These are of rough rubber, so tough that they are said to last better than steel and they do not break so easily. The tank is well armed and armoured for a light tank. The photograph, right, shows one of the many German Stukas brought down from the Libyan skies. *Diagram specially drawn for* THE WAR ILLUSTRATED *by Haworth; Photo, British Official*



# Our Searchlight on the War

### LOOKING BACKWARD AND FORWARD

Time is at heart neutral, but he can be made to fight on the side that makes best use of him.

TO win the war we must fight, watch and work as if Germany were on our threshold, as indeed she is, and cease to talk about time being on our side ; but we can temper the ordeal with a little optimistic reasoning. Hitler is not so strong as he was in 1939, in spite of the fact that he has enslaved the greater part of Europe. He has lost the flower of his army, and millions of sullen serfs are a doubtful asset. On the other hand, the Allies are immensely stronger than they were when war broke out. While Hitler has been squandering his power to the point of desperation, Britain and the United States have, by the exigencies of strategy and circumstances, conserved theirs. It is now a moot point whether the Channel Ports, the loss of which filled us with dismay, were worth keeping in view of our unpreparedness at the time ; but it needed Mr. Churchill's vision to tell us that the fall of France made no difference. Hard though the task before us may be, Britain is certainly in a better position today than she was in 1916. At that time we were hanging on even more grimly than we are today, and Russia was falling to pieces. The Soviets, both unwilling and unready to come in in 1939, are pushing Germany back with a colossal strength and courage which humanity will ever remember with gratitude. And across the Atlantic the United States, with an immense army already in training and all her war factories getting into high gear, is ready for her great part in Freedom's battle. In 1917 a month elapsed after the declaration of war before the order was issued to recruit units of the regular army to war strength, and, except for small arms, American soldiers were dependent on British and French equipment. These are cheering facts. If Hitler could not win in 1940 after Dunkirk he is not likely to win now.

**OSCAR THE CAT is looking somewhat nervously at the camera man, for having escaped twice from torpedoes, Oscar is hoping for peace—and the plenty that some cats contrive to get even in wartime. He is technically a German, and was rescued from the Bismarck. Adopted by the Ark Royal, Oscar had to take to a floating plank when the Ark went down, but a destroyer, catching sight of him, signalled his position to a rescue ship. Oscar was picked up and is now on parole at a Sailors' Rest in Northern Ireland.** *Photo, Topical Press*

### CAN THE BOMB BREAK GERMANY ?

The bomber is a weapon which, if properly handled and used with ruthless efficiency, can ruin Hitler's hopes.—*Sir Archibald Sinclair at Newcastle, Dec. 6*

THE Minister for Air agreed, as we all do, that this war, unlike the last, must end in Germany with the close cooperation of air, sea and land forces. But he is an unrepentant advocate of the policy of long-term bombing and seems confident that the "huge, ponderous campaign, inexorable in its slow but devastating development, would break the military power and sap the war-will of the German people." Sir Archibald admits that the damage "we are surely doing" to the German military machine is not yet apparent in any slackening of the military effort, and he appears to ignore the fact that the more concentrated Nazi bombing on this country, so much smaller than the German Reich with its wide-flung industries, produced no slackening in our military effort. Shirer in his "Berlin Diary" said he could see no moral effect of the "night bombing of Western Germany of which the B.B.C. has been boasting." And in the Ruhr centres, "which the Allies were supposed to have bombed so heavily" in May 1940, he could see no considerable result. "The factories were smoking away as usual." Lars Moen, speaking of the bombing of Antwerp in "Under the Iron Heel," said that the September raid damage was "disappointingly small," and that there was not much to be said for night raids. Even now, a year later, we have little evidence that the "beautiful bombs" and the heavier bombers are producing any lasting results. Are we to endure a five years' war to justify Sir Archibald Sinclair's faith in large-scale bombing ? Goering failed miserably. Can Sinclair succeed ?

### PACIFIC SHOCKS

The United States Services were not on the alert against a surprise air attack.—*Colonel Knox, Secretary of the U.S. Navy*

THE Allies' preliminary losses in the Pacific have been appalling. The simple truth is that America in 1941, like France and Britain in 1939, had hoped until the last minute to escape from war. Quite obviously the American fleet and Air Corps were not ready for the Japanese onslaught, and the United States has had to pay a heavy price for being off her guard. Why, also, did the Allies bemuse themselves with the thought that Japan was far too involved with China to take on other enemies ? The lesson to learn is that Japan and Germany have completely abolished the idea of peace, and regard war as the natural and perpetual occupation of mankind. It is difficult for the Democracies to see life in this way, but we may well have to borrow something of this dreadful philosophy from our enemies before we are able to overthrow them. Why be surprised at any kind of barbarism that the Japanese commit, such as the bombing of the open and undefended town of Manila ? The Japanese, in cruelty and efficiency, have proved themselves to be the Prussians of the East. The Allies have the material resources for victory, but these must be girded up with totalitarian vision and ruthlessness.

**Lt.-Commander M. D. WANKLYN, D.S.O., of the submarine Upholder, the first submarine commander in this war to be awarded the V.C. He received the honour for relentless attacks on at least 13 enemy ships, including a U-boat, cruiser, destroyers, transports, tankers, and supply ships. On one occasion a Nazi destroyer tried to ram the Upholder. She escaped and dived, then returned to sink a large troopship. Although 37 depth charges were dropped about her Lt.-Commander Wanklyn brought the submarine safely home.** *Photo, Keystone*

**AIRGRAPH LETTERS, some of the million or so from the Middle East which the Post Office delivered recently in Britain. To economize space and time, soldiers' letters are written on a standardized form, filmed in miniature, and reprinted in England for distribution.** *Photo, Wide World*

### SENTENCE THEM NOW !

The Vichy Government are informing the German authorities of the "deep uneasiness in all Frenchmen" about the "massive repression" constituted by the latest German reprisals order.—*Reuter*

THE German mind has been suffering from severe shocks during the past few weeks. It is beginning to realize that the Nazi victories are of little avail. The fall back in Russia, the reverse in Libya, the entry of America into the war, point to the defeat of Hitler. The Germans cannot fail to see that they are opposed by a hostile and resolute world, and fear is creeping upon them. Is not the time opportune to warn those Nazis responsible for the murder of hostages in various occupied countries that the world is watching them personally, and that their names will appear on a list of criminals to be hanged after the war if they do not stop these atrocities ? The Allies should draw up a list of the Nazi butchers—the Heydrichs and Stülpnagels—and make a joint declaration that these men will answer for their crimes with their lives. The V campaign might cite their names at the end of its broadcasts.

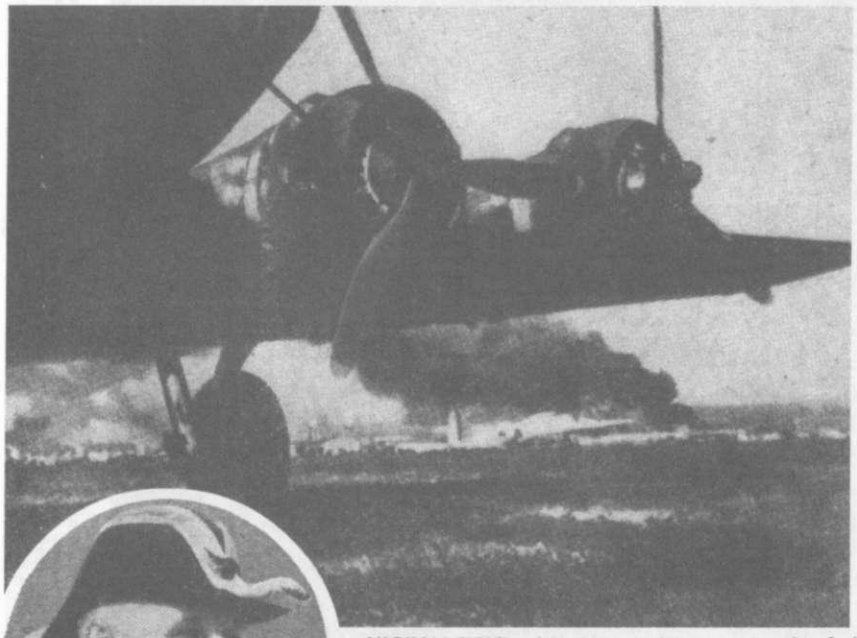
### PERVERSITIES OF PÉTAIN

All Mr. Churchill's books and articles are to be placed on an Index by the Vichy Government. Pétain is taking a personal interest in this Index.

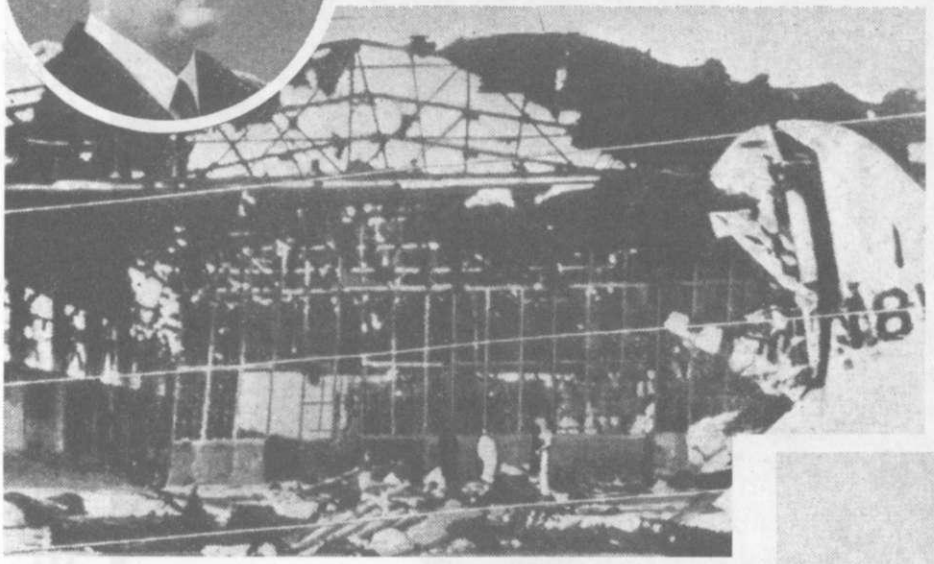
MARSHAL PÉTAIN will be 86 next April. He has exceeded the commonly accepted span by 16 years. His defence of Verdun was a great patriotic effort, but even at that time he disliked the British and was reputed to be a "defeatist." The Nazis remembered this streak in his nature and have made him their tool. But there are other curious defects in his character. Pétain is a reactionary with an aversion for "progress" and democratic freedom. His befogged mind would like a return to pre-Revolution France, and he suffers from a fatalistic feeling that France, in being tortured by Germany, is expiating her sins. Could defeatism go farther ? He probably clings to office under the delusion that he is of some use to his people, but a vast number of Frenchmen would condemn this *vieillard* for much of the misery prevailing in France. To put the works of the great leader of Democracy upon the Index is not the least cowardly decision of Vichy. To such humiliation has Pétain, aided by a terrified political scum, brought the once proud land of *Liberté*.

**NEW BADGE issued to about 60,000 workers on the domestic side in hospitals throughout England and Wales.** *Photo, British Official : Crown Copyright*

# At Pearl Harbour Japan Tried for a 'K.O.'



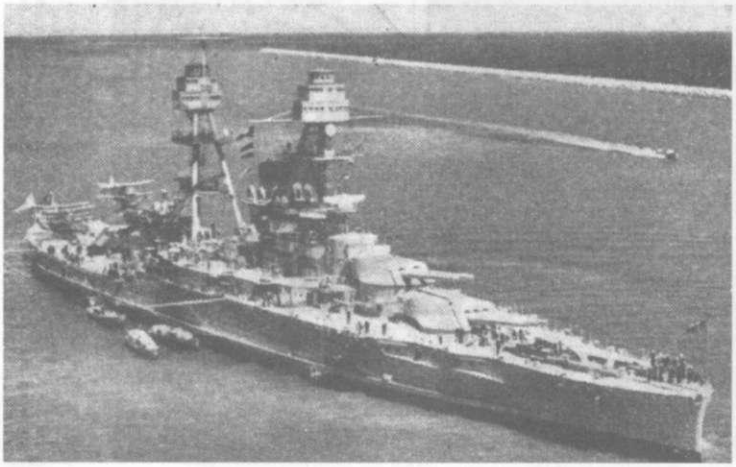
HICKAM FIELD, with planes and hangars burning furiously, is seen above after a Japanese attack on Pearl Harbour, Oahu Island, on Dec. 7. In the foreground is a Flying Fortress. Above right, a Japanese two-man submarine, used in the attack on U.S. ships at Pearl Harbour, captured by U.S. naval forces. Circle, Admiral Kimmel, Chief of the U.S. Pacific Fleet at the time, who was replaced by Rear-Adm. Nimitz.

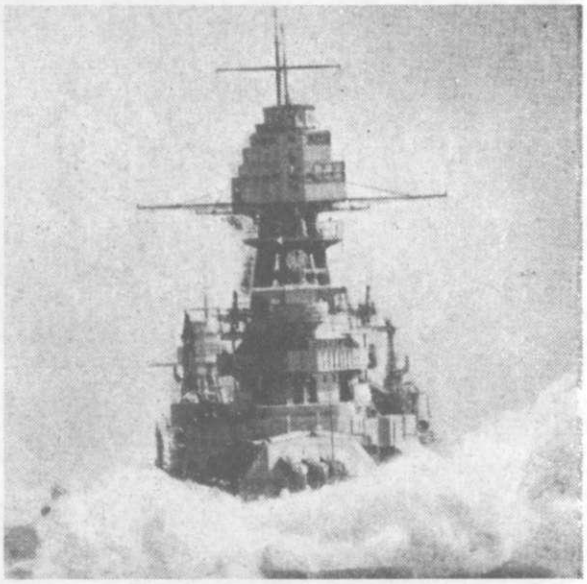


A gutted hangar and wrecked planes at Hickam Field, on Oahu Island, Hawaii, after the raid by Japanese planes. Casualties among the personnel at America's great air base in the Pacific were very heavy, and the losses in aircraft severe. Hickam Field lies midway between Pearl Harbour and Honolulu.

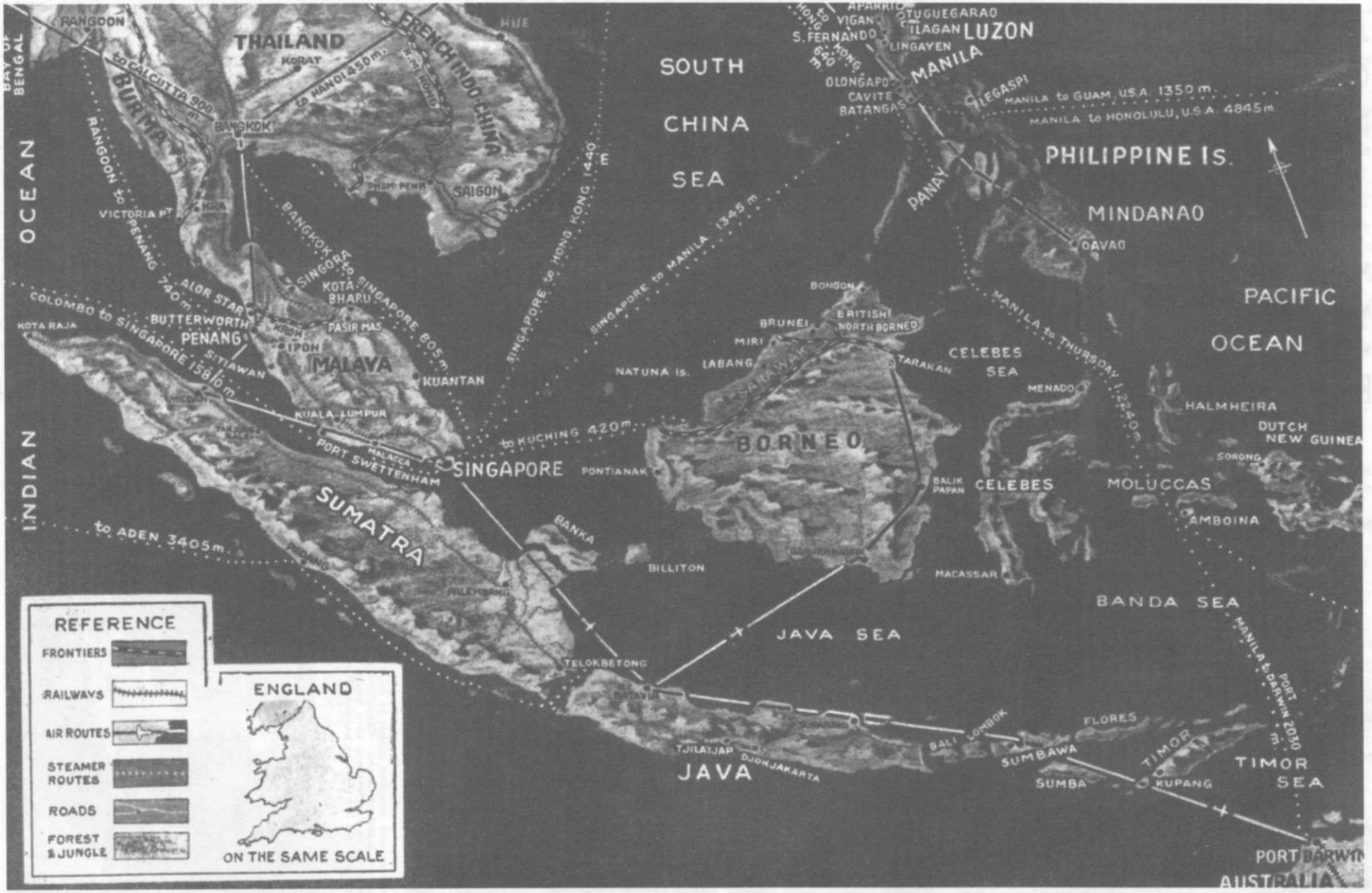
FIRST details of American losses in the Japanese attack on Pearl Harbour, Hawaii, on Dec. 7, were given by Col. Knox, U.S. Navy Secretary, on his return on Dec. 15 from a visit of investigation. The battleship Arizona was sunk through "a lucky hit"; three destroyers, the Cassin, Downes and Shaw, each of 1,500 tons, were also sunk, together with a minelayer, the Oglala, and an old wireless-controlled target ship, Utah. The battleship Oklahoma capsized, but Col. Knox stated she could be righted and repaired. Casualties among personnel amounted to 2,729 naval officers and men killed and 656 wounded, while Army casualties totalled 168 killed, 223 wounded and 26 missing. Losses in aircraft were severe.

"The U.S. surface ships were not on the alert against a surprise air attack," said Col. Knox, "but the Japanese failed in their purpose—to knock out the United States before the war began."





U.S. WARSHIPS lost in the Japanese attack on Pearl Harbour included the 32,600-ton battleship Arizona (above), sunk through what Col. Knox described as "a lucky hit." The 29,000-ton battleship Oklahoma (left) capsized. Both were completed in 1916. *Photos, Planet News, Keystone, Wide World, Dorien Leigh*




**WHERE JAPAN ATTACKED** is made clear in this map of the South Pacific, which shows Malaya, the Netherlands East Indies and the Philippine Islands. Owing to the conditions under which the Japanese launched their attack it was almost inevitable that the situation in the Far East should develop adversely for the Allies in the opening stages. After the first three weeks of fighting in the Pacific the Japanese had penetrated in Malaya to the Island of Penang and Ipoh, centre of the tin mining area. Sarawak, too, was invaded, and landings in North Borneo were reported. Medan in Sumatra was bombed. Hong Kong was attacked and, though the defence was fierce, the garrison was forced to surrender on December 25. In the Philippines attacks upon Luzon, where landings were vigorously countered by U.S. forces, were supplemented by an invasion of Mindanao.

*Map, Courtesy of "The Crown Colonist"*

# Battle in Malaya: The Threat to Singapore

"The initial surprise attack, with no declaration of war, and the decision of the Thai Government to offer every facility to the enemy, have made things very difficult for us," said Sir Shenton Thomas, Governor of the Straits Settlements, on Dec. 16. "They have not gone as we hoped. But that is nothing new in the history of the British Empire." Below we set the military developments against a Malayan background.

LAND of perpetual sunshine, of jagged mountains and dense tropical jungle, of tin mines and rubber plantations—that is Malaya where today, for the first time in history, soldiers of the British Empire are struggling with the Japanese for mastery in real war.

Malaya is the southern extremity of the "leg" which reaches out from Burma through Siam to the islands of the East Indies. It is all British, with an area of 52,500 square miles, and a population of over five millions—more than two million Malays and almost as many Chinese, some 700,000 Indians, and only 25,000 or 30,000 Europeans among the rest. Politically, Malaya extends beyond the peninsula to include certain islands. It is divided into the colony of the Straits Settlements (Singapore Island, Penang Island with Province Wellesley, Malacca, Labuan off British North Borneo, and Christmas and Cocos Islands in the Indian Ocean south-west of Sumatra); the Federated Malay States (Perak, Selangor, Negri Sembilan and Pahang); and the Unfederated Malay States of Johore, Kedah, Kelantan, Trengganu and Perlis.

The first Japanese landings were made on December 8 in Thailand, at Singora and Patani, little unprotected ports on the east coast and not far to the north of the Malayan frontier. Then in Malaya itself the Japanese were got ashore at the mouth of the Kelantan River north of Kota Bharu; and at Kemassin, due east of Kota Bharu. A day or two later another landing was in progress at Kuantan, in Pahang, about 180 miles north of Singapore as the aeroplane flies. The beaches on the east coast of the Malay Peninsula are for the most part long and sandy, sloping up to rows of coconut palms, behind which the native fisherfolk have their huts. During the winter months this coast is exposed to the full blast of the north-east monsoon, and the great rollers of surf pounding on the sandy beaches must have added to the difficulties of the landings, particularly if these were effected in the face of determined machine-gun fire. There is no reliable port on the east coast from Bangkok to Singapore. Very different is the west coast, which is dotted with ports for much of the way from Penang to Malacca and Singapore, and is sheltered from the monsoons by the mountainous backbone and by the island of Sumatra. It is on this side of the peninsula that most of the rubber estates are situated, as well as the most important tin mines.

## Evacuation of Penang

Why did the Japanese land where they did? In the Singora area it was, we may be sure, to secure the narrow isthmus, and thus not only cut the railway from Bangkok to Singapore, but interrupt the British communications between Burma and Malaya. Yet a third reason was to secure a foothold for the attack on Kedah and move down the railway along the west coast of Malaya. By Dec. 10 Kedah had been penetrated by the Japanese invaders, and heavy fighting was reported there on Dec. 12. Then on Dec. 18 it was announced from Singapore that "Our troops in south Kedah and the Province of Wellesley were successfully disengaged and are now reorganizing south of the River Krian." Shortly afterwards the withdrawal had exposed Penang, and on Dec. 19 it was announced in Singapore that, following heavy raids by Japanese bombers, a complete evacuation of Penang had been carried out.

H.E. Sir Thomas SHENTON THOMAS, G.C.M.G., O.B.E., Governor of the Straits Settlements and High Commissioner for the Malay States. *Photo, Lafayette*

The landings in Kelantan had for their chief objective the aerodrome at Kota Bharu; not until this was in their hands could the Japanese safely develop their offensive across the isthmus against Penang. Kelantan is, for the most part, a mountainous, roadless jungle which might be expected to present an impenetrable obstacle to the invaders; roads there are none. Very much the same conditions prevail behind Kuantan, though here there is a road leading up the valley of the Pahang river into the heart of the province of that name, and to Selangor beyond.

THE MALAY PENINSULA, showing southern Thailand and the battle areas where British and Japanese forces have been heavily engaged. *Map by courtesy of "News Chronicle"*

The real Japanese menace continued to develop along the western coast, where Japanese troops appeared in force, operating from Singora. Within a few days the Japanese overran territory of vast economic value, while their columns threatened Taiping, headquarters of the native Malay Regiment, and even the ports far to the south, in particular Port Swettenham and Malacca.

Even more ominously significant was their air superiority, due to their ever-increasing hold on the country's aerodromes. When the campaign opened the Japanese could operate from nearly 90 land and seaplane bases, scattered over Indo-China, and another 20 in Thailand were granted them when that country capitulated after a few hours' resistance. In the whole of Malaya there are 11 Government aerodromes, but within a short time, following the capture by the Japanese of Alor Star and Sungei Patani in Kedah, Bharu in Kelantan and Butterworth in Wellesley Province, these were reduced to six, viz. Batu Pahat (Johore), Ipoh, Sitiawan and Taiping (Perak), Kuala Lumpur (Selangor), and Singapore. Many of these aerodromes were bombed over Christmas, and the invaders were coming dangerously close to Ipoh. On December 26 Japanese bombers raided Kuala Lumpur, capital of the Federated Malay States. Among the buildings hit was the mosque, where three worshippers were killed—an incident which profoundly shocked the Moslem population, since the raid was carried out on a Friday, the Moslem Sunday.

But while the situation in north-west Malaya remained unchanged, for a few days at least, elsewhere the Japanese were exceedingly active. Rangoon, the great port of Burma, was heavily bombed on Christmas Day—the same day on which the survivors of Hong Kong's little garrison capitulated to the Japanese hordes. About the same time enemy landings were taking place in Sarawak; numerous enemy transports anchored off Kuching, the state capital, were bombed by British aircraft on December 24, and Dutch submarines and aircraft were also busy, sinking (it was claimed) three large troop transports and one tanker. Sarawak, it was learned, had been evacuated by the handful of British which the "White Rajah's" Government had at their command, but not before the valuable oil wells and plant had been put out of action. Then on December 28 Medan airport in Sumatra was heavily bombed. Everywhere the Allies were forced to remain on the defensive, although on December 18 it was announced that Portuguese Timor was occupied by the Allies.

So as the year drew to a close the situation in Malaya was black—far blacker, indeed, than had been deemed possible only a few weeks before.

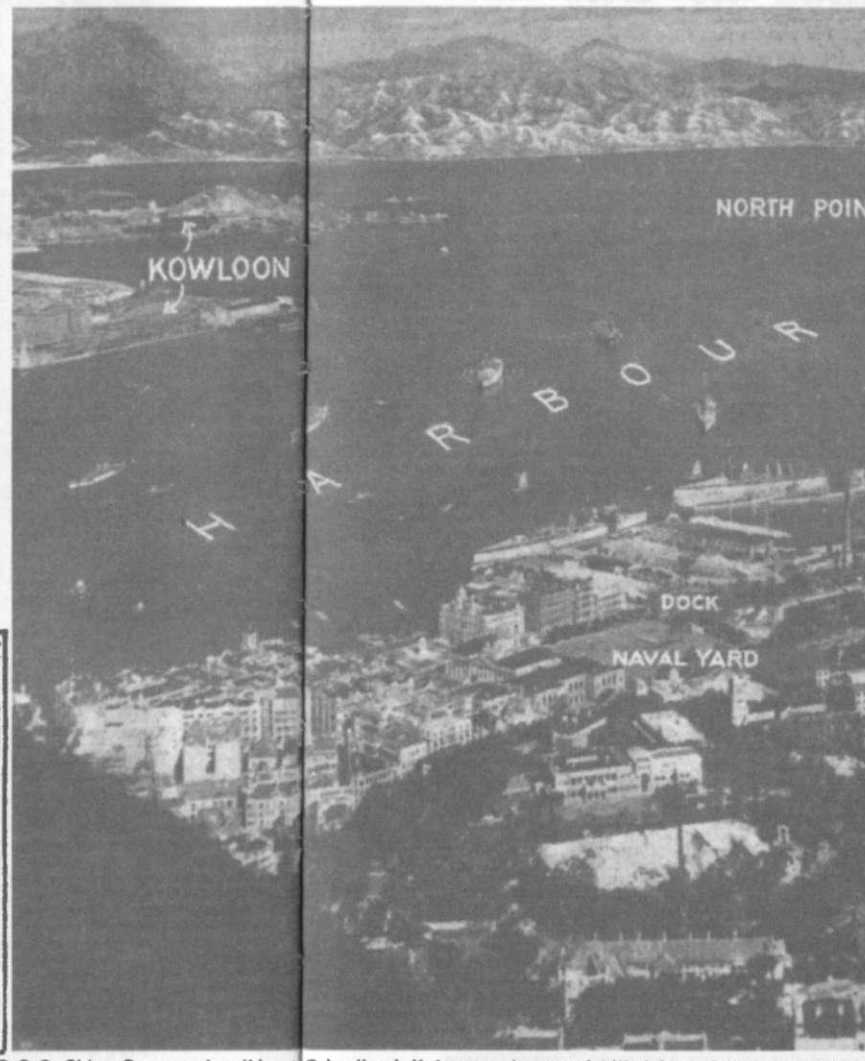
On December 26 the War Office announced that Lt.-Gen. Sir Henry Pownall had arrived in Singapore and assumed the appointment of Commander-in-Chief, Far East, in succession to Air Vice-Marshal Sir Robert Brooke-Popham; it transpired that General Pownall had been appointed to this command in November when he vacated the post of Vice Chief of the Imperial General Staff. "This is a belated recognition by those in authority of unfittedness and incompetence," commented Mr. W. M. Hughes, former Australian Prime Minister.

# 'The Defence of Hong Kong Will Live in the Story of the Empire—It Is

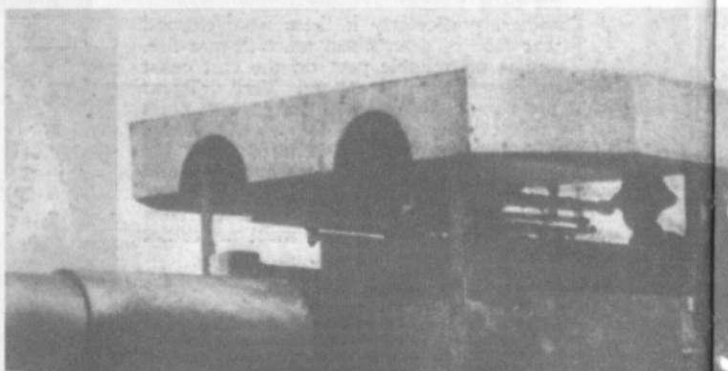
IT was on Dec. 18, 1941, that Japanese troops landed in strength on the island of Hong Kong. Steadily they infiltrated inland. The artillery personnel of Forts Collinson and D'Aguilar were withdrawn to Stanley after the destruction of their heavy guns. A British counter-attack on the afternoon of Dec. 19 proved unsuccessful. On Dec. 22 the enemy landed more troops on the north-east coast and attacked unceasingly. By then the island had been split into three parts—an isolated British force in Stanley, the enemy to the east of the Gap at the head of Tai Tam Bay, and the British to the west, with small British pockets holding out in isolated positions.

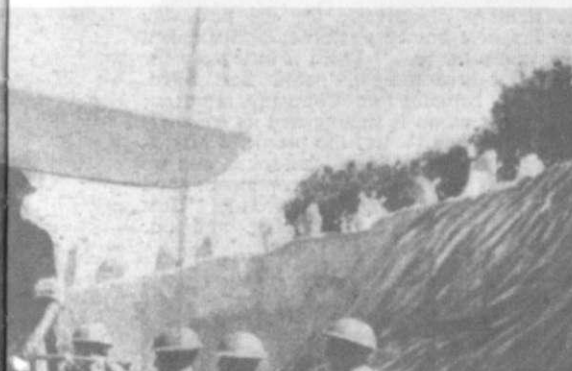
The enemy kept up incessant attacks accompanied by intensive bombardment from the air and by mortars and artillery. The water and food situation became desperate. On Christmas Day the military and naval commanders informed the Governor that no further effective resistance could be made, and the surrender took place at 7.5 p.m.

Lord Moyne, Secretary of State for the Colonies, sent the following message to Sir Mark Young: "It is a good fight you have fought, and I send you and all who have held out so splendidly against overwhelming force the thanks of his Majesty's Government. The defence of Hong Kong will live in the story of the Empire, to which it adds yet another chapter of courage and endurance."




Top left, Major-General O. M. Maltby (left), G.O.C. China Command, talking t Brigadier J. K. Lawson (reported killed in action) commanding Canadian detachment which took part in the defence of Hong Kong. Circle, ir Mark Young, K.C.M.G., Governor of Hong Kong. Bottom Canadian reinforcements, whose arrival was announced by Ottawa on Novemb 16, 1941, marching through the streets of Hong Kong to their c





# In the Philippines America Stands at Bay

After their heavy blow at the U.S. Fleet at anchor in Pearl Harbour, the Japanese Army went into action against the Americans in the Philippine Islands. By way of background to the story of the fighting, we give below some particulars of the country which is providing a land battlefield for the two great Pacific Powers.

No wonder the Japanese want the Philippines, that great group of islands—they number over 7,000, though only 466 are bigger than a square mile—which lie on the far side of the Pacific from San Francisco, off Asia's south-east coast. Altogether the Philippines have an area rather smaller than that of Japan, but they have a bigger acreage of arable land and support a population only one-fifth of Japan's; they are, indeed — Mindanao especially—some of the least populated areas of the Orient. And if we add to this fact the facts that the Philippines have a highly fertile soil and are rich in minerals—gold, iron, chromium, and manganese in particular—we shall see that there are plenty of reasons for Japan's act of aggression.

Unfortunately for Japan, but fortunately for the Philippines, the attack was launched in 1941 and could not be delayed until five years later. In 1946 the American protectorate over the "Commonwealth of the Philippines" is due to lapse, and the Commonwealth will then automatically assume full sovereignty and become a republic. If the Philippines stood alone, they could hardly be expected to withstand the full might of Japan; as it is, they are backed by the strength of the great American democracy.

## President Manuel Quezon

For nearly 400 years the Philippine archipelago was part of the King of Spain's dominions. Then in 1898 war broke out between Spain and the U.S.A. After six months Spain sued for peace, and in 1899 the Philippines were ceded to the United States as part of the spoils of victory. At the time many of the Filipinos were in revolt against the Spanish administration, and it was only with some difficulty that the Americans were able to bring their new possession under control. Among the leaders of the rising was one Manuel Quezon, then in his early twenties. In the years that followed national feeling continued to grow, and in 1934 President Roosevelt signed the Tydings-McDuffie Act, which provides for the establishment of Philippine independence—not at once but, as mentioned above, in 1946; by the same Act there came into being the Commonwealth of the Philippines, and its first President was, and is, Don Manuel Quezon. He is a most colourful personality, excellent at poker and even better at politics; a man with a taste for display, yet not one to stand on ceremony—at least, among friends. He is a typical Latin, revealing in his appearance as in his attitude and character the touch of Spanish blood in his veins.

Under the Tydings-McDuffie Act the U.S.A. retains certain rights over the Philippines; in particular, all legislation affecting currency, imports and exports and immigration must be approved by the President of the U.S.A.; foreign affairs are under the control of the U.S. State Department; and, even more important, America is responsible for the defence of the islands—until 1946.

## MacArthur the C.-in-C.

Here we must make the acquaintance of General Douglas MacArthur, C.-in-C. of the American Forces in the Far East. In the last war MacArthur won a great reputation as a front-line general with the American forces in France. From 1922 to 1934 he served in the Philippine division of the U.S. Army, and in 1935 he went back to the Philippines at the invitation of President Quezon, to act as his military adviser. The story goes that Don Manuel asked him: "Can the islands be defended?" and when MacArthur replied "Yes" immediately offered him the job. The General is the virtual creator of the Filipino Army, which under American leadership is giving a very good account of itself against the Japanese. MacArthur was also responsible for the islands' defences. In 1936 he had a plan which he submitted to Washington—one which, he declared, would cover every foot of shore line in the islands of the archipelago and make the most ruthless and powerful enemy pause. If this programme were carried out, he said, it would take 500,000 men, 10 billion dollars, tremendous casualties, and three years to invade the Philippines successfully. In 1937 MacArthur retired, and many of his plans were shelved. Not until last July, when President Roosevelt smelt danger again in the Far East, was MacArthur sent back to Manila.

When the war began on that first Sunday in December, 1941, General—or rather, Field-Marshal MacArthur, as he holds that rank in the Philippine Army—had under his command more than 10,000 American troops, 20,000 Filipino regulars, and 130,000 reservists. The first Japanese landings were effected on the great northern island of Luzon—at Aparri on the north coast, at Vigan, Lingayen, and San Fernando on the west, and at Legaspi in the extreme south-east. Confused fighting continued about the scenes of the landings for some days, while from the outset the Japanese bombers were busy, paying particular attention to the American air base at Clark Field, north of Manila, and their naval base at Cavite. By December 17 General MacArthur reported that the situation was well in hand. But at dawn on December 20 further landings were affected this time in the island of Mindanao.

Still greater landings were reported on December 22, when 80 transports were sighted in the Gulf of Lingayen. It was estimated that some 80,000 to 100,000 Japanese troops, making six or eight divisions, were now taking part in the attack, and seven distinct fronts could now be distinguished in Luzon. Light tanks were reported to be in action south of Agoo, and soon came the news that they were striking inland from the Gulf of Lingayen. Particularly heavy fighting took place in this area north-west of Manila, since from here the approach to the capital was the least difficult of those taken by the invaders. Although heavily outnumbered, the American and Filipino troops kept up a tough resistance, and it was here that General MacArthur himself took the field.

## Savage Bombing of Manila

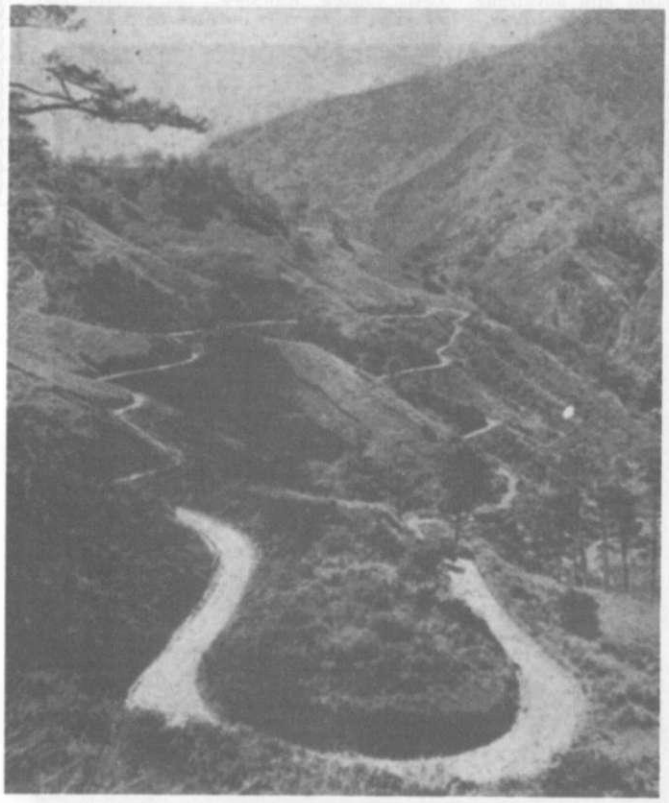
Meanwhile, Japanese bombers were active all over the islands. Manila had been bombed several times when General MacArthur, in an effort to save it from destruction, declared it an open town. The Japanese reply was prompt and characteristic. A Japanese military spokesman declared that the Imperial forces would not "consider their action in any way restricted by such a unilateral announcement," and after a preliminary reconnaissance to make sure that the city was undefended, waves of Japanese bombers attacked Manila on December 27. Considerable damage was done to the harbour and several vessels were sunk, but still more was done in the residential and business districts where there were no military objectives. On the next day the Japanese bombers returned and wreaked even more havoc. "There is little need for black-out here tonight," said Bert Silen, National Broadcasting Company reporter; "a bright moon is shining and its colour is tinged with red." But the people of Manila were not cowed. "London took it and we can," was a widely heard comment; and some murmured some such words as "Just you wait. Our day is coming, and our slogan will be 'Remember Manila.'"

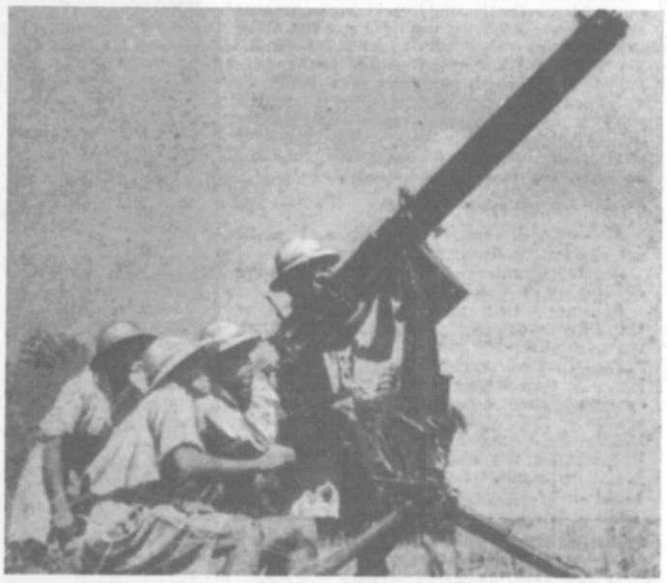
**MANILA, capital of the Philippine Islands, showing the River Pasig which divides the city. After Manila had been bombed several times by the Japanese, it was declared an open town and (reported Washington on Dec. 26) all military forces and the civil government were withdrawn. Yet on Dec. 27 and 28 Manila was subjected to a series of terrific air raids. The city's population in 1939 was 623,362.** *Photo, Associated Press*

# Invaded Commonwealth of the Western Pacific

PHILIPPINE ISLANDS, scene of numerous Japanese attacks. Relatively small-scale landings were made at Aparri, Vigan and Legaspi to establish beach-heads, and these were followed on December 22 by a major attack around the Gulf of Lingayen. Right, a Japanese bazaar in Manila.

Left, Manuel L. Quezon, President of the Commonwealth of the Philippines. Right, General Douglas MacArthur, commanding the U.S. land and air forces in the Philippines.





The great archipelago of the Philippines stretches from the north of Borneo to within a day's steaming of Formosa, and contains more than 7,000 islands and islets. Above is a highway over the mountainous country near Manila, the capital, which stands on the largest island, Luzon. There is a small Philippine army, men of which are seen, right, manning a heavy machine-gun against air attack. Gen. MacArthur, formerly Chief of Staff of the U.S. Army, was loaned to organize the defences of the Commonwealth; he is a Field-Marshal of the Philippine Army.

*Photos, Mrs. T. Muir, Lubinski, Associated Press; Map, G.P.U.*

# Our Diary of the War

***SATURDAY, DEC. 13, 1941*** *833rd day*

**Sea.**—British forces sank two Italian cruisers and an E. Boat during a night engagement in the Mediterranean.

**Russian Front.**—Red Army continued to make progress in the Moscow sector.

**Africa.**—British forces closing in on defensive positions covering Gazala.

**Far East.**—Japanese made further advances in N.W. Malaya and were reported to have occupied U.S. Base at Guam. Fresh landing attempts in Philippines flung back. Dutch submarines sank four laden troopships off Malaya. Chinest launched offensive against Japanese troops investing Hong Kong.

***SUNDAY, DEC. 14*** *834th day*

**Russian Front.**—Russian advance in Moscow area continued. Large German forces surrounded at Klin.

**Africa.**—Battle swinging westwards in Libya. Hundreds of Axis prisoners captured near Bir Hakeim.

**Far East.**—Heavy Japanese mechanized attack in N.W. Malaya with fighting along the borders of Burma. Hong Kong garrison rejected an ultimatum to surrender.

***MONDAY, DEC. 15*** *835th day*

**Sea.**—Admiralty announced that British submarines had sunk six Axis ships in the Mediterranean.

**Russian Front.**—Russians recaptured Klin and three towns in the Tula area.

**Africa.**—In Libya enemy counter-attack beaten off. Imperial troops captured over 1,000 prisoners.

**Far East.**—British withdrew in N.W. Malaya. Garrison evacuated from Victoria Point in face of powerful Japanese attack. Hong Kong heavily attacked.

***TUESDAY, DEC. 16*** *836th day*

**Russian Front.**—Kalinin recaptured by the Red Army, six enemy divisions being smashed. Russians began new offensive against Finnish forces south of L. Onega.

**Africa.**—Fierce battle in Libya around Alem Hamza, 15 miles S.W. of Gazala. British armoured forces reached a point 30 miles west of Gazala.

***WEDNESDAY, DEC. 17*** *837th day*

**Sea.**—Admiralty announced sinking of Italian submarine Ammiraglio Caracciolo in Mediterranean by the destroyer H.M.S. Farndale.

**Air.**—R.A.F. made heavy attack on Brest docks at night.

**Russian Front.**—Aleksin and Shchekino, in the Moscow area, recaptured by Russians.

**Africa.**—Battle at Alem Hamza continued. Axis forces offered strong resistance at Halegh el Olebam, west of Gazala. By nightfall main British infantry forces had reached the general line of the Tmimi-Mekili road.

**Far East.**—Japanese reached a point 10 miles from Penang. Three enemy landings made in Sarawak, where British forces withdrew after destroying oil refineries. Japanese demand for surrender of Hong Kong rejected by Sir Mark Young, the Governor.

***THURSDAY, DEC. 18*** *838th day*

**Air.**—R.A.F. made daylight and night attacks on the docks at Brest.

**Russian Front.**—Powerful Russian offensive developing in Karelia against the Finns.

**Africa.**—British victory in Libya after three-day battle in the Gazala area. British troops advanced thirty miles in a day.

**Far East.**—Dutch and Australian troops landed in Portugese Timor to forestall an expected Japanese aggression. New Japanese attack on N.E. Malaya driven off with heavy losses. In Kedah British retired to a new line leaving the coast opposite Penang in Japanese hands. Heavy artillery duels at Hong Kong.

***FRIDAY, DEC. 19*** *839th day*

**Russian Front.**—Russians recaptured more towns and villages on Moscow front, including Ruza, Terusa and Kanino.

**Africa.**—Derna airfield in Libya captured by British. Derna and Mekili occupied without opposition. Forward mechanized patrols reach a point 25 miles W. of Giovanni Berta.

**Far East.**—Penang evacuated by British troops. Further British withdrawal on mainland of Malaya. Japanese claimed to have captured most of Hong Kong. Further land and air activity in the Philippines.

***SATURDAY, DEC. 20*** *840th day*

**Russian Front.**—Volokolamsk recaptured by Soviet troops, and at least two German divisions routed near southern shores of L. Ladoga. Three Nazi transports sunk by Soviet submarine.

**Africa.**—Imperial forces in full pursuit of Rommel's broken columns in Libya.

**Far East.**—Japanese troops landed in force on island of Mindanao, mainly at Davao. At Hong Kong, Imperial forces still holding out.

**Home.**—A few bombs were dropped by raiders during the night at scattered points.

**General.**—Washington announced that Admiral Ernest J. King, commander of the U.S. Atlantic Fleet, had been appointed Commander of the Combined U.S. Fleets.

***SUNDAY, DEC. 21*** *841st day*

**Russian Front.**—Moscow announced that Gen. Meretsov's forces had advanced 45 miles beyond Tikhvin.

**Africa.**—British armoured forces attempting to head off Rommel's forces and force them to give battle west of Benghazi.

**Far East.**—Japanese invaders of Malaya thrusting towards Ipoh, 300 miles north of Singapore.

**General.**—Hitler declared himself Commander-in-Chief of the German Armies. Field-Marshal Von Brauschitsch being superseded. Col. Knox announced that 14 enemy submarines had been sunk or damaged in Atlantic by U.S. Navy.

***MONDAY, DEC. 22*** *842nd day*

**Russian Front.**—Russians still advancing along the railways leading to Leningrad.

**Africa.**—Pursuit of Axis forces in Libya continued. It was announced that British had entered Cirene, forty miles west of Derna.

**Far East.**—An attack in force launched upon the Philippines by a new Japanese force of some 100,000 men. Fierce fighting in the Lingayen coastal areas.

**General.**—It was revealed that Mr. Churchill, together with Lord Beaverbrook and chiefs of staff, was in Washington.

***TUESDAY, DEC. 23*** *843rd day*

**Sea.**—Admiralty announced that six more enemy ships had been accounted for by submarines in the Mediterranean.

**Russian Front.**—Russians occupied more localities, including the important railway junction of Gorbachevo and the towns of Cherepov and Odeyev.

**Africa.**—British tanks reached the coastal plain of the Gulf of Sirte.

**Far East.**—Imperial forces continued to hold out in the western half of Hong Kong. More Japanese forces landed in the Philippines. Wake Island, in mid-Pacific, invaded by Japanese.

**General.**—First Anglo-U.S. War Council held at the White House, Washington.

***WEDNESDAY, DEC. 24*** *844th day*

**Russian Front.**—Further Russian successes in the operations to relieve Leningrad.

**Africa.**—Imperial troops entered Benghazi and also took Benina.

**Far East.**—Japanese pressure on Hong Kong increased. Japanese attack on island of Luzon, in the Philippines, developed with a thrust towards Manila.

**General.**—President Roosevelt and Mr. Churchill broadcast from Washington.

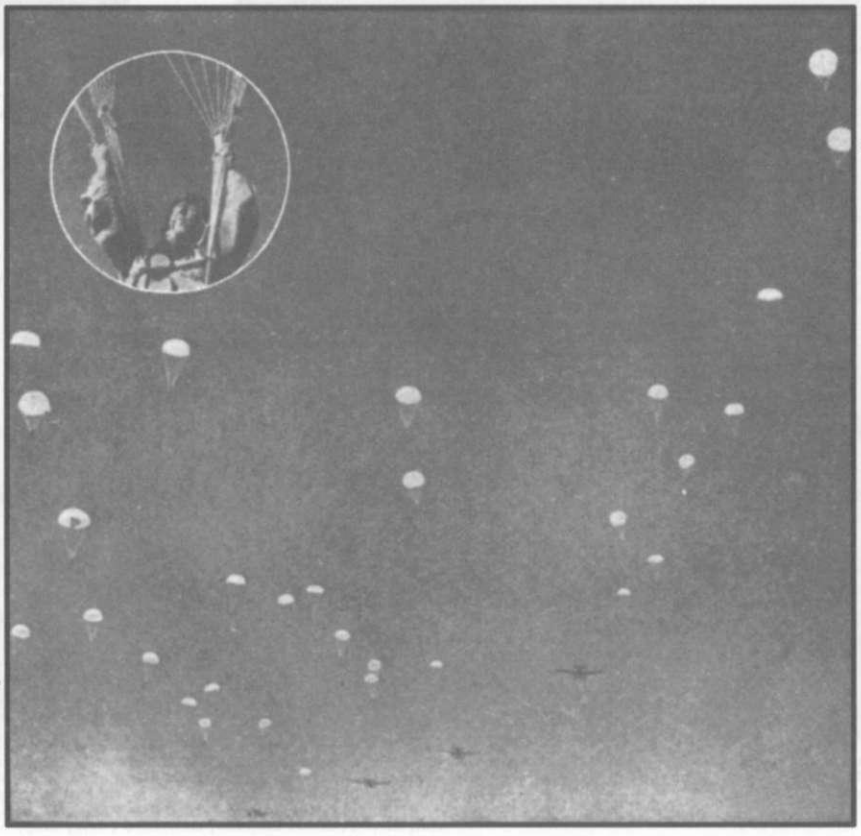
***THURSDAY, DEC. 25*** *845th day*

**Russian Front.**—Moscow announced the recapture of Kaluga.

**Africa.**—German forces at Jedabia, 100 miles south of Benghazi, attempting to cover Rommel's retreat into Tripolitania.

**Far East.**—The garrison at Hong Kong was forced to surrender. The Japanese made a landing near Kuching, capital of Sarawak.

**General.**—It was revealed that Gen. Wavell had visited Chunking for discussions with Gen. Chiang Kai-Shek. St. Pierre and Miquelon, French islands in the Gulf of St. Lawrence, taken over by Free French.



**SPECIAL AIR SERVICE is a volunteer branch of the Army cooperating with the R.A.F. in the Middle East. The training is similar to that of parachute troops in this country, and members of the Service are seen here descending from R.A.F. planes. Inset, one of the S.A.S. about to touch ground.**

*Photos, British Official: Crown Copyright*

# They Have Won Honours in Freedom's Cause

Free French Cross of Liberation

**Capt. Jean Morlaix, Cross of Liberation.** This Free French air ace has so far destroyed 16 enemy planes.

**Adolphus Gibson, D.S.M.,** for bravery in H.M. Transport Dorien Rose. He is a coloured fireman in the Merchant Navy.

**Capt. Pierre Lusyne, O.B.E. and Belgian Croix de Guerre,** for heroic work in the evacuation of Dunkirk.

**Captain René Lusyne, O.B.E. and Belgian Croix de Guerre.** With his brother (left) he brought hundreds of B.E.F. to safety.

Belgian Croix de Guerre

**Lt.-Cmdr. (E) Dudley Chandler, D.S.C. and Bar.** D.S.C. for gallantry in Greek waters. Bar for work in Mediterranean.

**A.B. Benjamin Phillips, B.E.M.,** for gallantry in the performance of his duties. Able Seaman Phillips is a Swansea man.

**Ch. Engineer A. Drummond, O.B.E.,** for preventing serious consequences from a leak in the side of a bombed vessel.

**Capt. Francis Pretty, O.B.E.,** for dealing promptly and efficiently with damage when his ship was bombed on convoy.

**Chief Petty Officer R. G. Mackenzie, D.S.M.,** for gallantry during the evacuation of Namsos in the Norwegian campaign.

**Second Officer Richard Ayres, M.B.E.,** for devotion to duty. He was sole survivor of a boatload of 31 men from a torpedoed ship.

**Lt. (Act. Capt.) D. E. Evans, G.M.,** for gallantry in salvaging a captured German tank from a blazing ship at Suez.

**Capt. (Temp. Maj.) Godfrey Rigby, G.M.,** for his participation in the same exploit. Maj. Rigby comes from St. Annes, Lancs.

**Capt. (Temp. Maj.) C. R. Clark, G.M.,** for gallantry and devotion to duty in company with Capt. Evans and Maj. Rigby.

**Lt. (Temp. Capt.) H. J. Hunt, O.B.E.,** for conspicuous gallantry in carrying out hazardous work in a very brave manner.

**Lt. Hugh Morrison, O.B.E.,** for throwing unexploded bombs into the sea after a Mills bomb had fallen among them.

**Lce.-Sergt. David Carrick, B.E.M.,** for gallant conduct during an air raid. Lce.-Sgt. Carrick is in the Cameronians.

**Flt. Lt. George Barclay, D.F.C.,** for gallantry and devotion to duty in operational duties against enemy aircraft.

**Flg. Off. G. A. Daymond,** No. 71 (Eagle) Squadron, R.A.F., **D.F.C.,** for gallantry in flying operations against the enemy.

**Actg. Flt. Lt. C. G. Petersen,** No. 71 (Eagle) Squadron, R.A.F., **D.F.C.,** for outstanding qualities of leadership in air sorties.

**Plt. Off. Carrol McColpin,** No. 71 (Eagle) Squadron, R.A.F., **D.F.C.,** for great courage and resource in action.

**Lt. N. E. Goddard,** Fleet Air Arm, **D.S.C.,** for gallantry, daring and skill during operations against the battleship Bismarck.

**Sqdn. Ldr. A. R. Barton, D.F.C.,** No. 249 Squadron, R.A.F., **Bar to D.F.C.** for gallantry and devotion to duty in air operations.

**Miss Elizabeth Owen, G.M.,** for bravery while acting as stewardess on the St. Patrick, sunk by enemy action.

**Sister Rosamund Ledger, A.R.R.C.,** for devotion to duty in her hospital work in the face of enemy action.

**Mrs. Rowena Jones, B.E.M.,** for gallantry during a heavy air raid on Merseyside.

**Mrs. Dorothy Batt, B.E.M.,** for continuous bravery during heavy air raids on Bristol.

**Miss Patricia Dewing, B.E.M.,** for working telephones in a blazing fire substation while bombs fell.

**Mrs. Elizabeth Plumb, B.E.M.,** for bravery while a stewardess on the Rangitane, sunk in the S. Pacific.

**Lampman Albert Bentley, B.E.M.,** for gallant conduct during enemy air raids on a railway station.

**Mr. Fred Bassett,** Stationmaster of Charing Cross Station, **M.B.E.,** for leadership and courage.

**Inspector Edward Sinden, B.E.M.,** for gallant conduct during heavy air raids on the station where he worked.

**Capt. J. D. Archer,** assistant dockmaster, **G.M.,** for heroism during heavy air raids in the dock areas.

**Capt. F. T. Moynihan** dockmaster P.L.A., **G.M.,** for gallantry during enemy raids on London docks.

**Albert Covell,** lock foreman, **G.M.,** for devotion to duty during the heavy air raids on London docks.

# Retreat from Moscow: Will 1942 Repeat 1812?

In 1812 Napoleon marched on Moscow, and after a few days' occupation of the capital set out on the retreat which has lived in history as the supreme example of the nemesis that overtakes the conqueror who does not know when to stop. In 1941 Hitler's armies took the road to Moscow. Now they are on the retreat. Will Hitler's armies die like Napoleon's in the Russian snow?

"My soldiers," said Hitler in an Order of the Day issued to his troops on October 2, "you have prepared the ground for the last vast stroke which will smash our foe before winter sets in. Step by step preparations have been made to bring the enemy into the situation in which we can now give him a mortal blow. Today marks the beginning of the last decisive battle of this year."

Then began the great German drive on Moscow. For weeks it continued, and day by day the German hordes drew ever nearer to the Russian capital. The climax of the great battle was approached on November 16, when von Bock launched the last and greatest wave of the offensive. The German plan was to break through the Russian lines and encircle Moscow with a wide outflanking movement, while pressure was maintained in the centre. Directly engaged in the offensive were 51 divisions—13 tank, 33 infantry, and five motorized infantry divisions. Most of the armoured and mobile strength was massed on the flanks, the attack in the centre being entrusted mainly to infantry. The enemy objectives were Tula, Kashira, Ryazan, and Kolomna to the south of Moscow; and Klin, Solnechnogorsk, Rogachev, Yakhrona, and Dmitrov to the north. When these had been carried, the final assault would be delivered from all three sectors at once and, so it was believed, Moscow must fall.

When the battle began, von Bock concentrated on his left flank, facing the Russian right flank in the Klin sector, the 3rd and 4th Tank groups commanded by Generals Hoth and Huepner, consisting of the 1st, 2nd, 5th, 6th, 7th, 10th, and 11th tank divisions, the 36th and 14th divisions of motorized infantry, and the 23rd, 106th, and 35th infantry divisions. Then in the Tula sector there were concentrated the 2nd motor mechanized army of General Guderian, consisting of the 3rd, 4th, 17th, and 18th tank divisions, the 10th and 29th motorized infantry divisions, and the 167th infantry division; and against the centre the 7th, 9th, 12th, 13th, 20th, and 43rd army corps, and the 19th and 20th tank divisions. This vast host of 51 divisions was assembled between Kalinin and Tula.

**Moscow sector of the Russian front. On December 15 the Russians recaptured Klin, Kalinin was retaken on the following day, and on December 20 Moscow announced the retaking of Volokolamsk. On Dec. 26 Kaluga was reoccupied.** *Map, courtesy of "The Times"*

From November 16 to December 5 the Russians under General Zhukov fought a stubborn defensive battle. Many of the German attacks were smashed, others were nipped in the bud by vigorous counter-attacks. The Germans made progress, but nowhere was that progress comparable with that which had been made in the summer and autumn offensives. Yet the invader got very near to Moscow—just how near was not revealed until weeks later when the shadow was lifted from the capital. North of Moscow the advanced German columns reached the village of Ikshaeon on the Dmitrov highway, and Kriukovo on the Leningrad railway; in the centre, the Volokolamsk sector, they appeared to have penetrated to halfway between Istra and Moscow; while on the Mojaisk highway they reached Kubinka. At certain points, then, they were less than 30 miles from Moscow. Yet, as fate would have it, not a German soldier glimpsed the glittering cupolas of the Kremlin—other than as prisoners. But near as was the enemy, the situation in the capital remained completely calm. Many of the people had been evacuated, and those who remained were already inured to life in the front line. A state of siege had been proclaimed; food was severely rationed, and the black-out was very strict. Air raids became a regular feature, as many as seven occurring in one day. But the damage done by Hitler's bombers was quickly repaired, and the citizens' response took the form of devoted toil, building barricades and deepening the fortifications.

## Turning of the Tide

Then on December 6 the tide turned. On that day the Russians from the defensive turned to the offensive. On both flanks heavy blows were dealt at the now largely exhausted and severely battered German forces. The Russian success was swift and overwhelming. By December 11 the position was as follows:

(a) General Leliushenko's forces were smashing the 1st tank and 14th and 36th motorized infantry divisions, having captured Rogachev and surrounding the town of Klin.

(b) General Kuznetsov, having captured the town of Yakhrona, was pursuing the retreating 6th and 7th tank and 23rd infantry divisions of the enemy to the south-west of Klin.

(c) General Vlassov was pursuing the 2nd tank and 106th infantry divisions, after having occupied the town of Solnechnogorsk.

(d) General Rokossovsky was pursuing the 5th, 10th, and 11th tank divisions, an S.S. division, and the 35th infantry division, and had occupied the town of Istra.

(e) General Govorov broke through the defences of the 252nd, 87th, 78th, and 267th infantry divisions, and occupied the districts of Kulodiakino and Lokotnya.

(f) General Boldin, having routed to the north-west of Tula the 3rd and 4th tank divisions and an S.S. regiment of the "Germania" division, surrounded the 296th infantry division.

**This photograph from the Russian front shows a German soldier on outpost duty in the thick snow, wearing a white camouflage cloak and helmet cover.** *Photo, Associated Press*

(g) The First Cavalry Guard Corps of General Belov, having routed the 17th tank, 29th motorized infantry, and 167th infantry divisions of the enemy, was pursuing their remnants and had occupied the towns of Venev and Stalinogorsk.

(h) General Golikov was pushing back to the south-west units of the 18th tank and the 10th motorized infantry divisions, and had occupied the towns of Mikhailov and Epivan.

By then, in five days' offensive, the Russians claimed to have occupied and freed from the Germans over 400 populated centres, and to have captured 386 tanks, 4,317 lorries, 604 motor-cycles, 305 guns, 109 trench-mortars, 715 machine-guns, and 546 automatic rifles. In addition, large numbers of tanks, lorries, guns, etc., had been destroyed. Moreover, the Germans were estimated to have lost on the field of battle more than 30,000 killed.

For a while the Germans did their best to minimize the reverse which their armies had suffered—a reverse which was all the more significant following the smashing defeat of Von Kleist at Rostov. In Berlin the military spokesmen declared that the winter was colder than usual, and had come earlier than had been expected. One report had it that the Germans were retreating according to plan in order that their troops might winter in more comfortable quarters; Moscow should consider itself lucky that it had been saved by the Russian winter—but saved only for a few months, since in the spring the German offensive would be resumed in greater strength than ever before. But in actual fact it was not General Winter who beat von Bock—it was General Zhukov. "The Nazi invaders," declared the Soviet Information Bureau, "are being beaten now not by the terrible frost, but by our glorious Red Army. And the frosts, real Russian frosts, are still ahead."

A few days later "Pravda," the famous Moscow newspaper, wrote that "The Nazi hordes are rolling back. The roads are strewn with the bodies of German soldiers, burnt and damaged vehicles and guns. Such is the inglorious end of the second general offensive against Moscow, proclaimed by Hitler. The promised peace has not materialized for the German people. The promised rest in warm flats in the Soviet capital has not materialized for the German troops. The rout of Hitler's picked divisions with colossal fresh losses has resulted in a complete failure of his plans for the encirclement and capture of Moscow." In a word, the attack on Moscow, which had been launched with such a fanfare of trumpets, with such an outburst of Hitlerian boasts and bombast, was a fiasco.

# Hitler's Greatest Offensive Peters to a Close

Even when the Germans had captured Mariupol, on the Sea of Azov, Russian guerillas left them no respite. On the right is a dramatic photograph of street fighting in the town, while below smoke pours upwards after Partisans have dynamited points near the railway station.

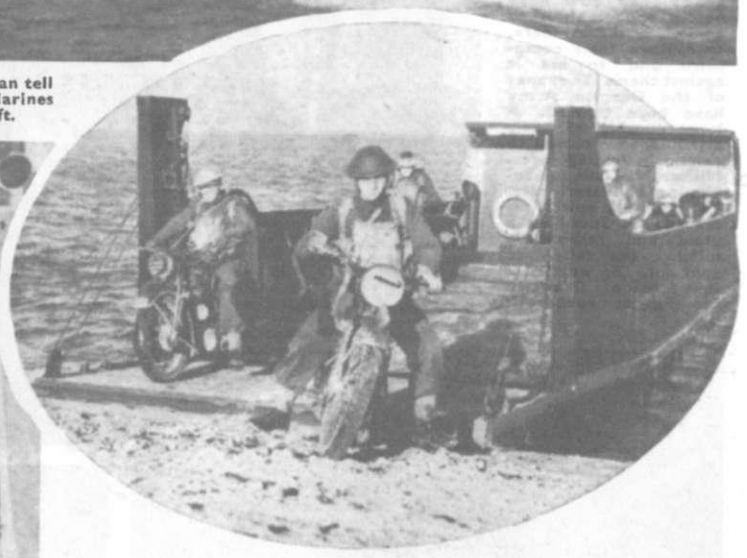
"The German retreat (writes 'Pravda'), has created good conditions for a still wider development of guerilla warfare. Guerillas now have better opportunities to annihilate the invaders, to capture their equipment and to use it against them. The ranks of the German Army have been thinned. A large number of their divisions have ceased to exist as a fighting force. Military discipline is beginning to deteriorate. The fighting spirit has cracked . . . Guerillas, a great and responsible mission has fallen to your lot. Be worthy of that mission. Death to the Fascist robbers!"

**SOVIET LONG-RANGE GUN**, from a well-hidden position in a pine forest, is engaged in counter-battery work, firing at enemy gun-sites miles away. The Russian gunners played a great and gallant part in stemming the gigantic Nazi offensives on the Eastern Front.

*Photos. Keystone and British Official*

# Britain and America Have Invasion Barges Too!

There seem to be only four men in this invasion barge, but you can tell that to the Marines who are hidden away inside. The Royal Marines have had intensive training with these specially constructed craft.

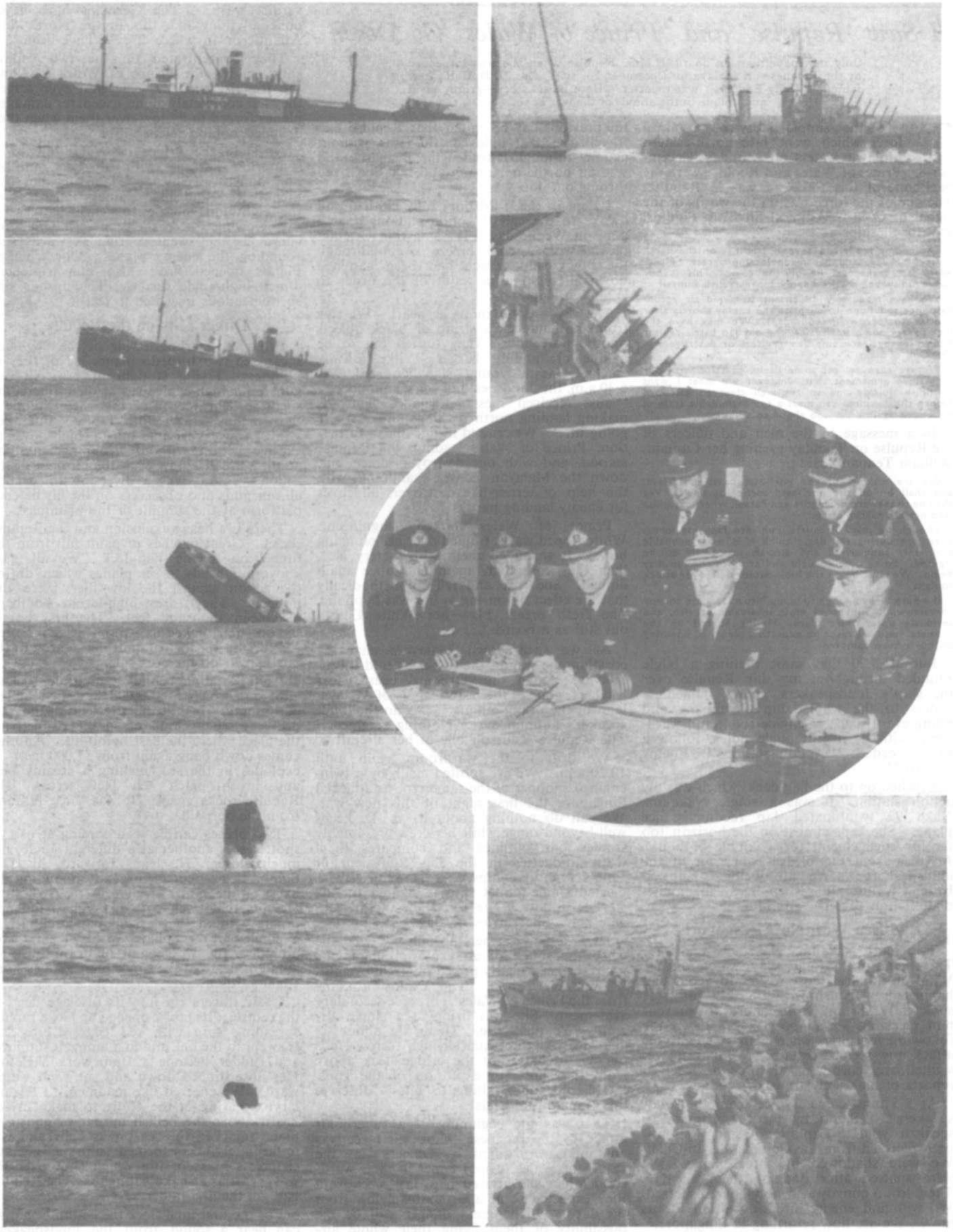


Left, the concealed Marines in readiness for landing. Above, mechanized section of the landing-party losing no time in getting away.

U.S. MARINES of the Atlantic Amphibious Force are seen, left, driving what they call a " K Jeep " tractor, trailing a field-piece, off a landing barge into shallow water on the edge of a beach. Right, British Royal Marines moving off in convoy after landing a gun. Naval assault landing craft were used in the British landings on Vaagso and Maalo Islands off the Norwegian coast on Dec. 27.

*Photos, Fox and Keystone*

# Torpedoed! Just One Episode in the War at Sea



**AN AMERICAN FREIGHTER**, the S.S. Lehigh, sunk by a submarine when 75 miles off Freetown, Sierra Leone, is seen going to the bottom in the series of photographs, left, taken from a lifeboat in which survivors escaped. Top right, British warships on convoy escort during an air attack in the Mediterranean ; a cruiser with guns at extreme elevation is passing astern of the warship from which the photograph was taken. Oval, the Liverpool H.Q. of Sir Percy Noble, C.-in-C. Western Approaches, who is seen (centre) with his staff. Above right, the destroyer Kimberley approaching a rowing boat full of British soldiers who had escaped from Crete, navigating with a sixpenny compass. *Photos, British Official ; Keystone, Central Press*

# I Was There! .... Eye Witness Stories of the War

## I Saw 'Repulse' and 'Prince of Wales' Go Down

Only newspaperman on board H.M.S. Repulse when she was torpedoed by the Japanese off Malaya on December 10, 1941, was O. D. Gallagher, famous "Daily Express" war reporter. Here is his story—grimly vivid and unique in the annals of the war at sea.

THIS is the simple story of a naval force which went into north-eastern Malayan waters on Monday, December 8. Prince of Wales and Repulse were the backbone of this force. I was in Repulse. The aim of the force was, in the words of the signal of C.-in-C. Admiral Sir Tom Phillips, sent to all ships :

The enemy has made several landings on the north coast of Malaya and has made local progress. Meanwhile fast transports lie off the coast. This is our opportunity before the enemy can establish himself.

We have made a wide circuit to avoid air reconnaissance and hope to surprise the enemy shortly after sunrise tomorrow (Wednesday). We may have the luck to try our metal against the old Jap battle-cruiser Kongo or against some Jap cruisers or destroyers in the Gulf of Siam.

We are sure to get some useful practice with our high-angle armament, but whatever we meet I want to finish quickly and so get well clear to eastward before the Japanese can mass a too formidable scale of air attack against us. So shoot to sink.

In a message to the men and officers of the Repulse on Tuesday evening her Captain, William Tennant, said :

We are making for the nor'-east coast of Malaya, and shall be off the nor'-east corner at dawn. We shall be to seaward of Singora and Patani, where Japanese landings are taking place.

Though we may, of course, run into Japanese forces anywhere during the day, I think it is most probable that only submarines and aircraft are likely to be sighted. Some time at night and at dawn the fun may begin. We must be on the look-out for destroyer attack tonight.

If we are lucky enough to bump into a Japanese convoy tomorrow, it will be of most invaluable service, and seriously upset their plans. Having stirred up the hornets' nest, we must be expecting plenty of bombing on our return tomorrow.

But at 5.20 that same evening a bugle sounded throughout my ship Repulse over the ship's loudspeakers giving immediate orders to the whole ship's company and filling every space of engine-room and wardroom with its urgent bugle notes, followed by the order : "Action stations ! Enemy aircraft."

I rushed on to the flag-deck, which was my action station. It was a single Nakajima Naka 93 twin-floated Jap reconnaissance plane. She kept almost on the horizon, too far for engagement, for a couple of hours. A voice from the bridge came out of the loudspeakers : "We are being shadowed by enemy aircraft. Keep ready for immediate action to repel aircraft."

### At Sea With No Air Support

Two more Nakajima Naka 93s appeared. They kept up a long relay watch on us. What an admiral most wishes to avoid had happened. His ships were out at sea, sufficiently distant from shore to prevent him receiving air support before dawn the following morning, when a mass enemy air attack now seemed certain. We had not yet sighted any enemy naval force or received reports of an enemy transport convoy.

At 9.5 p.m. came a voice from the loudspeakers : "Stand by for the Captain to speak to you." Captain : A signal has just been received from the Commander-in-Chief. We were shadowed by three planes. We were spotted after dodging them all day. Their troop convoy will now have dispersed. We will find enemy aircraft waiting for us now. We are now returning to Singapore."

Then followed a babble of voices and groans. A voice said : "This ship will never get into action. It's too lucky." So it was. In the message from the Captain the previous day he noted that Repulse had travelled 53,000 miles in this war without action, although it trailed the Bismarck and was off northern Norway and had convoyed throughout the war.

I slept in the wardroom fully clothed and awoke to the call "Action stations" at 5 a.m. on Wednesday. It was a thin Oriental dawn, with a cool breeze swept through the fuggy ship, which had been battened down all night as a result of the order to "darken ship."

The sky was luminous as pearl. We saw from the flag-deck a string of black objects on the port bow. They turned out to be a line of landing barges, "like railway trucks," as a young signaller said. At 6.30 a.m. the loudspeaking voice announced : "Just received message saying enemy is making landing north of Singapore. We're going in." We cruised in line-ahead formation, Prince of Wales leading, the Repulse second, and with our destroyer screen out, down the Malayan coast, examining with the help of terrier-like destroyers all coves for enemy landing parties.

Prince of Wales looked magnificent. White-tipped waves rippled over her plunging bows. It shrouded them with watery lace, then they rose high again and once again dipped. She rose and fell so methodically that the effect of staring at her was hypnotic. The fresh breeze blew her White Ensign out stiff as a board.

As we sped down Malaya's changing coastline the wag of the flag-deck said travel-talkwise : "On the starboard beam, dear listeners, you see the beauty spots of Malaya, land of the orang-outang." Again the loudspeaker announces : "Nothing sighted." The Repulse sends off one of her aircraft.

We drift to the wardroom again until 10.20 a.m. We are spotted again by a twin-engined snooper of the same type as attacked Singapore the first night of this new war. We can do nothing about it, as she keeps well beyond range while her crew presumably studies our outlines and compares them with silhouettes in the Jap equivalent of Jane's Fighting Ships. At 11 a.m. a twin-masted single-funnel ship is sighted on the starboard bow. The force goes to investigate her. She carries no flag.

I was looking at her through my telescope when the shock of an explosion made me jump so that I nearly poked my right eye out. It was 11.15 a.m. The explosion came from the Prince of Wales' port side secondary armament. She was firing at a single aircraft. We open fire. There are about six aircraft. A three-quarter-inch screw falls on my tin hat from the bridge deck above from the shock of explosion of the guns. "The old tub's falling to bits" observes the yeoman of signals.

That was the beginning of a superb air attack by the Japanese, whose air force was an unknown quantity. Officers in the Prince of Wales, whom I met in their wardroom when she arrived here last week, said they expected some unorthodox flying from the Japs. "The great danger will be the possibility of them flying their whole aircraft into a ship and committing hara-kiri." It was nothing like that. It was most orthodox. They even came at us in formation, flying low and close. Aboard the Repulse I found observers as qualified as anyone to estimate Jap flying abilities. They know from first-hand experience what the R.A.F. and the Luftwaffe are like. Their verdict was : "The Germans have never done anything like this in the North Sea, Atlantic or anywhere else we have been."

They concentrated on the two capital ships, taking the Prince of Wales first and the Repulse second. The destroyer screen they left completely alone, except for damaged planes forced to fly low over them when they dropped bombs defensively.

At 11.18 the Prince of Wales opened a shattering barrage with all her multiple pom-poms, or Chicago Pianos as they call them. Red and blue flames poured from the eight-gun muzzles of each battery. I saw glowing tracer shells describe shallow curves as they went soaring skywards surrounding the enemy planes. Our Chicago Pianos opened fire ; also our triple-gun 4-inch high-angle turrets. The uproar was so tremendous I seemed to feel it.

### Direct Hits on the Repulse

From the starboard side of the flag-deck I can see two torpedo planes. No, they're bombers. Flying straight at us. All our guns pour high-explosives at them, including shells so delicately fused that they explode if they merely graze cloth fabric. But they swing away, carrying out a high-powered evasive action without dropping anything at all. I realize now what the purpose of the action was. It was a diversion to occupy all our guns and observers on the air defence platform at the summit of the mainmast.

There is a heavy explosion and the Repulse rocks. Great patches of paint fall from the funnel on to the flag-deck. We all gaze above our heads to see planes which during the action against the low fliers were unnoticed. They are high-level bombers. Seventeen thousand feet. The first bomb, the one that rocked us a moment ago, scored a direct hit on the catapult deck through the one hangar on the port side.

I am standing behind a multiple Vickers gun, one which fires 2,000 half-inch bullets per minute. It is at the after-end of the flag-deck. I see a cloud of smoke rising from the place where the first bomb hit. Another comes down bang again from 17,000 feet. It explodes in the sea, making a creamy blue and green patch ten feet across. The Repulse rocks again. It was three fathoms from the port side.

Two planes can be seen coming at us. A spotter sees another at a different angle, but much closer. He leans forward, his face tight with excitement, urgently pounding the back of the gun swiveller in front of him. He hits that back with his right hand and points with the left a stabbing forefinger at a single sneaker plane. Still blazing two-pounders the whole gun platform turns in a hail of death at the single plane. It is some 1,000 yards away.

I saw tracers rip into its fuselage dead in the centre. Its fabric opened up like a rapidly spreading sore with red edges. Fire . . . It swept to the tail, and in a moment stabilizer and rudder became a framework skeleton. Her nose dipped down and she went waterward. We cheered like madmen. I felt my larynx tearing in the effort to make myself heard above the hellish uproar of guns. A plane smacked the sea on its belly and was immediately transformed into a gigantic shapeless mass of fire which shot over the waves fast as a snake's tongue. The Repulse had got the first raider.

For the first time since the action began we can hear a sound from the loudspeakers, which are on every deck at every action station. It is the sound of a bugle. Its first notes are somewhat tortured. The young bugler's lips and throat are obviously

# I WAS THERE!

dry with excitement. It is that most sinister alarm of all for seamen: "Fire!"

Smoke from our catapult deck is thick now. Men in overalls, their faces hidden by a coat of soot, man-handle hoses along decks. Water fountains delicately from a rough patch made in one section by binding it with a white shirt. It sprays on the Vickers gunners, who, in a momentary lull, lift faces, open mouths and put out tongues to catch the cool-looking jets. They quickly avert faces to spit—the water is salt and it is warm. It is sea water.

The Chicago Pianos open up again with a suddenness that I am unable to refrain from flinching at, though once they get going with their erratic shell-pumping it is most reassuring. All aboard have said the safest place in any battleship or cruiser or destroyer is behind a Chicago Piano.

There is a short lull. The boys dig inside their overalls and pull out cigarettes. Then the loudspeaker voice: "Enemy aircraft ahead." Lighted ends are nipped off cigarettes. The ship's company goes into action again. "Twelve of them." The flag-deck boys whistle. Someone counts them aloud: "One, two, three, four, five, six, seven, eight, nine—yes, nine." The flag-deck wag, as he levels a signalling lamp at the Prince of Wales: "Any advance on nine? Anybody? No? Well, here they come."

It is 12.10 p.m. They are all concentrating on the Prince of Wales. They are after the big ships all right. A mass of water and smoke rises in a tree-like column from the Prince of Wales' stern. They've got her with a torpedo. A ragged-edged mass of flame from her Chicago Piano does not stop them, nor the heavy instant flashes from her high-angle secondary armament. She is listing to port—a bad list. We are about six cables from her. A snottie, or midshipman, runs past, calls as he goes: "Prince of Wales' steering gear gone." It doesn't seem possible that those slight-looking planes could do that to her.

The planes leave us, having apparently dropped all their bombs and torpedoes. I don't believe it is over, though. "Look, look," shouts someone, "there's a line in the water right under our bows, growing longer on the starboard side! A torpedo that missed us. Wonder where it'll stop." The Prince of Wales signals us again, asking if we've been torpedoed. Our Captain Tennant replies: "Not yet. We've dodged nineteen." Six stokers arrive on the flag-deck. They are black with smoke and oil and in need of first aid. They are ushered down to the armoured citadel at the base of the main-mast. The Prince of Wales' list is increasing. There is a great rattle of empty two-pounder cordite cases as Chicago Piano boys gather up the empties and clear for further action.

## 'A Mortally Wounded Tiger'

Twelve-twenty p.m. . . . The end is near, although I didn't know it. A new wave of planes appears, flying around us in formation and gradually coming nearer. The Prince of Wales lies about ten cables astern of our port side. She is helpless. They are making for her. I don't know how many. They are splitting up our guns as we realize they are after her, knowing she can't dodge their torpedoes. So we fire at them to defend the Prince of Wales rather than attend to our own safety.

The only analogy I can think of to give an impression of the Prince of Wales in those last moments is of a mortally wounded tiger trying to beat off the coup de grâce. Her outline is hardly distinguishable in smoke and flame from all her guns except the fourteen-inchers. I can see one plane release a torpedo. It drops nose heavy into the sea and churns up a small wake as it drives straight at the Prince of Wales. It explodes against her bows. A couple of seconds later another explodes amidships and another astern.

Gazing at her turning over on the port side with her stern going under and with dots of men leaping from her, I am thrown against the bulkhead by a tremendous shock as the Repulse takes a torpedo on her port side astern. With all others on the flag-deck I am wondering where it came from, when the Repulse shudders gigantically. Another torpedo.

Now men cheering with more abandon than at a Cup Final. What the heck is this? I wonder. Then see it is another plane down. It hits the sea in flames also. There have been six so far as I know. My notebook, which I have got before me, is stained with oil and is ink-blurred. It says: "Third torp."

Left, Captain J. C. Leach, R.N., in command of H.M.S. Prince of Wales, was posted missing after the vessel had been sunk off Malaya on December 10. Missing also was Admiral Sir Tom Phillips (centre), C.-in-C. of the Far East Fleet, whose flagship she was. Capt. W. G. Tennant, R.N. (right), commanding the Repulse, was saved. *Photos, Associated Press, Planet News, Vandyk*

The Repulse now listing badly to port. The loudspeakers speak for the last time: "Everybody on main deck."

We all troop down ladders, most orderly except for one lad who climbs the rail and is about to jump when an officer says: "Now then—come back—we are all going your way." The boy came back and joined the line. It seemed slow going. Like all the others, I suppose I was tempted to leap to the lower deck, but the calmness was catching. When we got to the main deck the list was so bad our shoed feet could not grip the steel deck. I kicked off mine, and my damp stockinged feet made for sure movement. Nervously opening my cigarette case I found I hadn't a match. I offered a cigarette to a man beside me. He said: "Ta! Want a match?" We both lit up and puffed once or twice. He said: "We'll be seeing you, mate" and I replied: "Hope so. Cheerio."

We were all able to walk down the ship's starboard side, she lay so much over to port. We all formed a line along a big protruding anti-torpedo blister, from where we had to jump some twelve feet into a sea which was black—I discovered it was oil. I remember jamming my cap on my head, drawing a breath and leaping. Oh, I forgot—the last entry in my notebook was: "Sank about 12.20 p.m." I made it before leaving the flag-deck. In the water I glimpsed the Prince of Wales' bows disappearing.

Kicking with all my strength, I with hundreds of others tried to get away from the Repulse before she went under, being afraid of getting drawn under in the whirlpool. I went in the wrong direction, straight into the still spreading oil patch, which felt almost as thick as velvet. A wave hit me and swung me round so that I saw the last of the Repulse. Her underwater plates were painted a bright, light red. Her bows rose high as the air trapped inside tried to escape from underwater forward regions, and there she hung for a second or two and easily slid out of sight.

## Swimming in a Sea of Oil

I had a tremendous feeling of loneliness, and could see nothing capable of carrying me. I kicked, lying on my back, and felt my eyes burning as the oil crept over me, in mouth, nostrils and hair. When swamped by the waves I remember seeing the water I spurted from my mouth was black. I came across two men hanging on to a round lifebelt. They were black, and I told them they looked like a couple of Al Jolsons. They said: "Well, we must be a trio, 'cos you're the same." We were joined by another, so we had an Al Jolson quartet on one lifebelt. It was too much for it, and in the struggle to keep it lying flat on the sea we lost it.

We broke up, with the possibility of meeting again, but none of us would know the other, owing to the complete mask of oil. I kicked, I must confess somewhat panicky, to escape from the oil, but all I achieved was a bumping into a floating paravane. Once again there were four black faces with red eyes gathered together in the sea.

Then we saw a small motor-boat with two men in it. The engine was broken. I tried to organize our individual strengths into a concerted drive to reach the idly floating boat. We tried to push or pull ourselves by hanging on the paravane, kicking our legs, but it was too awkward, and it overturned. I lost my grip and went under. My underwater struggles happily took me nearer to the boat.

After about two hours in the water, two hours of oil-fuel poisoning, I reached a thin wire rope which hung from the boat's bows. I called to the men aboard to help me climb the four feet to the deck.

They tried with a boat-hook, but finally said: "You know, we are pretty done in, too. You've got to try to help yourself. We can't do it alone." I said I could not hold anything. They put the boat-hook in my shirt collar, but it tore, and finally they said: "Sorry, pal, we can't lift you. Have you got that wire?" "Yes," I said. They let me go, and there I hung. Another man arrived and caught the wire. He was smaller than I was. I am 13 st. The men aboard said they would try to get him up. "He's lighter than you," they said. They got him aboard, during which operation I went under again when he put his foot on my shoulder. The mouth of one black face aboard opened and showed black-slimed teeth, red gums and tongue. It said: "To hell with this!"

He dived through the oil into the sea, popped up beside me with a round lifebelt, which he put over my head, saying: "Okay. Now let go the wire." But I'm sorry to say I couldn't. I couldn't bear to part with it. It had kept me on the surface about 15 minutes. They separated us, however, and the next thing I was being hauled aboard at a rope's end, which they could grip as it was not oily or slimy.

Another oil casualty was dragged aboard, and later 30 of us were lifted aboard a destroyer. We were stripped, bathed and left naked on the fo'c'sle benches and tables to sweat the oil out of the pores in the great heat.

# Editor's Postscript

WHAT of 1942? I am no prophet, nor son of a prophet, but I offer the suggestion that it is going to be the Big Year of the War. Not in mere "victories"—for the vanquished have often more victories to their credit than the final victors. And so it is likely to be in this universal smash-up. It is highly improbable that we shall see an end to the struggle this year, but it is most likely that, after having to suffer many new set-backs, still more "sweat and blood and tears," the shape of future events will be shadowed forth in bolder outline. It will be a year of great decisions, with the smoke of battle clearing here and there to reveal the course which the clashing forces of Tyranny and Democracy will have to pursue in 1943.

At any rate, for all who can stand up to the pain and pressure of life in wartime it is going to be the peak year of sensational happenings and world-wide devilishness, such as old Earth has never witnessed in its millions of years. A great time in which to be alive, and to remain alive with eager eyes towards the peace that must come. At least, that's my opinion—and my name isn't Nostradamus!

MY regular readers will remember that before the guillotine descended upon our paper supplies and we were able to give a much larger publication, and issue it weekly into the bargain, I occasionally devoted a page to comment upon the letters that came to me from all parts of the world that had not yet been made inaccessible by German occupation. Although the area of the globe across which postal intercourse can still take place has been vastly reduced within the last eighteen months, and the exigencies of the paper situation have forced our publishers into various self-denying ordinances, whereby the original weekly issue of a million copies of THE WAR ILLUSTRATED has had to be restricted to a point considerably below the half-million level, the volume of my correspondence scarcely shows any decline. Had I the space to deal with it, this would offer an excellent illustration of how effectively the sea-ways of the Empire have been, often at great sacrifice, maintained by the energy and resource of the British Navy and our splendid merchant service.

IT has long been impossible, however, to find space for what always proves an attractive feature—talks with my correspondents. But among the letters to hand this week there is one, coming to me over four thousand miles, that simply demands publication:

British Legation, Port-au-Prince.

Dear Sir John,

On the threshold of the third year of war may I congratulate you on the service that your WAR ILLUSTRATED has given to Great Britain. Among the various types of literature which the publicity side of this Legation receives from London and elsewhere, yours is undoubtedly the most popular and copies go to the various outposts and are snatched up avidly by people here.

I hope you will be able to continue the good work. Yours sincerely,

R. A. N. HILLYER, H.M. Minister.

IT is indeed a pleasure to receive such a letter, not only because of the satisfaction it gives me in its recognition of the interest of our publication, but of its appraisal as a contribution to the war effort. Mr. Hillyer's letter has come to my desk via Air Mail, but as I have received many scores of letters from distant parts of Canada, Australia, and New Zealand, as well as from all parts of Africa North and South, carried hither by mail steamers, that is only a further proof that THE WAR ILLUSTRATED does "get about." The dramatic change in the War situation, the Japanese attack in the Pacific, and the Axis hostilities menacing the Eastern seaboard of America, and especially these island approaches, may bring experiences of the most exciting kind to Mr. Hillyer, who was appointed H.M. Minister Resident and Consul in Haiti (the "Magic Isle" of Seabrook's fascinating book) at the beginning of 1939.

**Major-Gen. NEIL METHUEN RITCHIE, whose appointment as Commander of the 8th Army in Libya was announced by Mr. Churchill on December 11, 1941, has now been granted the acting rank of Lieut.-General. Gen. Ritchie is 44.** *Photo, Vandyk*

CAME across by chance on one of my bookshelves today "Life's Questionings" by William Romaine Paterson: a brilliant little book of aphorisms which express in gobbets of gleaming prose much of his somewhat pessimistic philosophy of life expounded at length in "The Nemesis of Nations" and in "Problems of Destiny." On the first page at which I opened the book I read: "It is a sign of the fundamental wickedness of the human race that during the French Revolution small gold and silver guillotines were worn as jewelry by the women." A reminder that there may be lots of work for the guillotine again before the growing mess in France is cleaned up. But probably firing squads will save time.

PATERSON'S apophthegms are well worth reconsidering today: there is not one of the 116 pp. that does not contain three or four arresting thoughts for these times, all pithily phrased. "Only a man like Caesar could make love to a woman and carry on a war at the same time" lets out the sexless maniac of Berchtesgaden, but the gross-living gangster of the Palazzo Venezia has already proved its truth. Paterson is one of my oldest friends and we last corresponded in Spanish shortly before the War when he was staying at Sitjes near Barcelona perfecting himself in that language—the eighth or ninth on his list! One of the most brilliant alumni of Glasgow University, at the age of twenty-five, he made a great success as a novelist under the name of "Benjamin Swift." Many of my old readers will recall his "Nancy Noon."

WITH hearty approval I note the tightening up of the existing rules that regulate the Home Guards—if, indeed, they hitherto have had anything resembling rules or regulations. A strong body used to gather in our village, where there is great need of an effective unit, but attendance during the last six months had notably thinned, the enthusiasm lowered. "Why didn't you turn up at last meeting, Brown?" "Oh, it was mother's birthday." The same question to Jones brought the answer: "Had some letters to write." What Robinson's response was I don't remember; quite possibly "sore feet." Arrangements to collect the men to attend a group lecture and special instruction four or five miles away were not carried out, and those assembled in uniform awaiting transport spent the evening yarning at the Blue Pig.

NOW this is very bad for discipline, and very much to the disquiet of the serious-minded members of the local group, squad, platoon, or whatever it calls itself. So, not a day too soon has the step been taken to place a reasonable amount of compulsion on the Home Guard, with appropriate penalties for the non-discharge of their not-too-onerous duties. Fortunately our rural scene has not yet been sullied by paratroops or any sort of invader, else I should have trembled for the "show" our locals would have put up. But a recent tightening up of discipline, will, I am sure, produce the desired results. A hard-working non-com. in the H.G. assures me the case I describe is exceptional. I hope he's right.

A GLEAM of humour in the gloom of war is worth a hundred groans. And nothing better have I heard than the statement in a broadcast from America about the first experimental black-out along the Pacific Coast cities. According to this the performance of America's A.R.P. left much to be desired at many places. Los Angeles was a brilliant exception. Its general black-out was effective. But there is a great sky-sign advertising the hospitality of the celluloid metropolis to all arriving by air. Somebody forgot the switch, and this was left blazing with increased brilliancy from the encircling gloom: "Welcome to Los Angeles."

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